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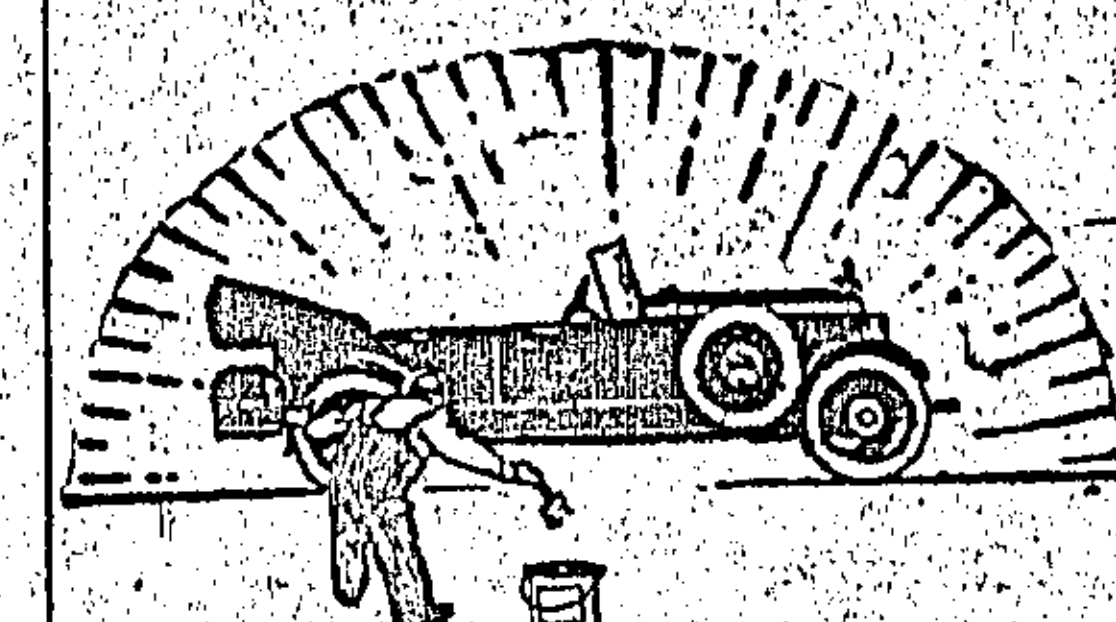
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EYESIGHT CASE.

JUDGMENT IN THE KETTLEWELL CLAIM.

PLAINTIFF GETS \$633.

"I therefore find for the plaintiff for the following amounts:—

(1) \$46.88 in respect of three months' salary in lieu of notice, after deducting the amount earned by Plaintiff during the currency of the notice.

(2) \$586.89 damages in respect of his loss of a free passage to England.

The defendants have brought into Court the two several sums of \$1,265.93 and \$964.29 and plead that these amounts are more than sufficient to satisfy the plaintiff's claim. I think that this plea is made out and that after allowing for the aggregate amount of \$633.75, found to be recoverable by the plaintiff, a balance of \$1,596.47 remains in favour of the defendants. The plaintiff should have the costs of the action up to the time of payment into Court, defendant should have the general costs of the action, and the plaintiff should have the costs of the issue found in his favour."

Such was the judgment of Sir Henry Gollan this morning in the "Eyesight Case" in which Capt. Robert Kettlewell sued the China Navigation Company for wrongful dismissal, a case which aroused keen interest during its hearing last month.

In his lengthy judgment, the Chief Justice mentioned that Capt. Kettlewell entered the service of the defendants in July, 1919, and served on their ships as Second, First, and acting Master; and it was conceded that he was in every way a competent and trustworthy officer, so much so that his dismissal arose out of steps taken with a view to his appointment to the command of the "Hunan." Desiring that his eyesight should be tested before appointment, Captain Innes directed him to present himself for examination by Dr. Morrison, who wrote that Kettlewell was slightly shortsighted but in a later letter said he saw no reason why he should not be in charge of a ship's bridge. Plaintiff was then examined by Capt. Thomson and failed to pass the Board of Trade test. His Lordship reviewed the whole of the medical evidence and said that he was inclined to believe that the man who wears the tight shoe knows best where it pinches, and that he thought plaintiff should be believed when he said that his vision was in fact blurred as the results of the drops put into his eyes.

His Lordship also referred to the fact that Kettlewell voluntarily submitted himself to the Board of Trade test and passed. He had formed the opinion, from a careful consideration of the evidence of Capt. Innes and more particularly from the way he gave that evidence, that if plaintiff had passed the Board of Trade test on April 20th, he would have taken command of the Hunan and nothing would have been heard of the present proceedings. His Lordship pointed out that from the evidence it was deducible that prior to the dismissal of plaintiff no standard of vision to which officers of the defendant Company must conform had been laid down. As a matter of practice it would appear that the defendants had been satisfied, on the original engagement of the plaintiff, with the certificate of competency of the Board of Trade; and, in fact, the officer who was substituted for plaintiff in command of the Hunan was not examined by medical officers as to his eyesight. Dr. Morrison pronounced Capt. Kettlewell to be fit to take charge of ship's bridge and Dr. Aubrey and Bellios supported him. Dr. Harston stated that plaintiff "did not come up to the standard of vision required by the defendant Company," but as he had pointed out there was no such standard. He saw no reason why he should accept Dr. Harston's results obtained by the

PIRATES CAPTURED.

THE TABLES TURNED.

Two police launches while passing a place near Nga Moon saw a launch with about 150 passengers appearing far from comfortable, says the *Canton Gazette*. On approaching the passenger boat the police discovered that a gang of pirates had kidnapped the launch with its 150 passengers and their belongings and all the cargo on board with the intention of landing at their lair. As soon as the situation became clear to them, the police got their machine guns ready for action. The pirates, seeing that resistance against machine guns was futile, surrendered their capture and attempted to escape. By this time, however, the kidnapped passengers, took courage and fell upon the pirates, who in turn were made prisoners and handed over to the police.

THE HONGKONG-SINGAPORE R.G.A.

PENSIONS PROVISIONS.

London, April 17. Pensions for the families of native soldiers in the Hongkong and Singapore Brigade of Royal Artillery, according to a new Army Order, will be at rates identical with those for families of native soldiers of equivalent rank in the Indian Army, payable under the Indian Army regulations; to be provided if the soldier of the Brigade, being a native of and enlisting in India, is on service from India, or on board a ship, or on sick leave in India, unless his death be due to his own action.—*Reuter*.

GENERAL HSU IN LONDON.

HOW HE HAS BENEFITED.

London, April 17. General Hsu interviewed by *Reuter*, declared that he had considerably benefited by his investigations in France where he found many things which if modified, might be adopted by China.

He hoped that there would be good results from the report he would make to the Chinese Government regarding what he had seen abroad.—*Reuter*.

THE BULGARIAN ATROCITY.

HUGE DEATH ROLL.

Sofia, April 17. It is now estimated that 200 persons were killed and 2,000 injured through the bomb explosion in St. Nedelja Cathedral. There have been a hundred arrests.

Troops surround the city, and the frontier is closed.

The streets are deserted, and all vehicular traffic has stopped.

A message yesterday reported that a bomb exploded in the Cathedral during the funeral service to the late M. Gheorghieff.—*Reuter*.

Snellen test in preference to those of Drs. Aubrey and Bellios.

Dealing with question of damages, his Lordship said that defendants claimed that plaintiff had forfeited his right to a passage home by not leaving at once, but it was necessary for plaintiff to remain in the East to prosecute his claim and he was entitled to recover.

After the terms of the judgment had been given, Mr. Eldon Potter mentioned that in so far as the costs of the issue in plaintiff's favour was concerned, the Company did not wish to impose upon Kettlewell and they would waive their right to the costs. The Company had fought the case merely upon principle and they did not wish to penalise him

HONGKONG DOGS.

NO ADMISSION IN MALAYA.

On account of the prevalence of rabies locally, the Governor of the Straits Settlements has prohibited absolutely the introduction into the Settlement of Singapore of any dogs from the Colony of Hongkong; and also prohibited the import of dogs from any port of China, unless accompanied by a veterinary certificate of health to the satisfaction of the Government Veterinary Surgeon.

A similar order has been made by the Resident Councillor, Penang.

TOOTHBRUSHES.

OFFENCE NOT PROVED.

In the "Prophylactic" toothbrush trade-marks case, in which the Taiyau Departmental Stores were sued for making an alleged false declaration in respect of the goods, Mr. J. R. Wood, at the Central Magistracy this morning, gave his decision in favour of a point of law raised by Mr. M. K. Lo for the defence, finding that no offence had been committed under the Ordinance. His Worship made an order for the release of the goods, seized by the police under the warrant, and their return to the defendant Company. He also ordered complainants to pay \$55 to defendants in respect of legal fees incurred in the case.

Although Mr. Lo won the case, he informed the Magistrate that the Company had voluntarily decided not to sell any more brushes in yellow boxes.

CONSTABLE JAILED.

FOR SLEEPING ON DUTY.

A Chinese constable was sentenced yesterday by a Court sitting at Pingshan to six weeks' hard labour for being asleep whilst on guard duty at Lokmachau.

Lokmachau is on the border of the New Territories, and the offence was viewed by the authorities with gravity as there is always the possibility of an attack on the station by lawless characters from over the line.

OBITUARY.

MR. GODFREY ISAACS.

London, April 17. The death has occurred of Mr. Godfrey Isaacs.—*Reuter*.

The name of Mr. Godfrey Isaacs is well-known in connection with the Marconi Company, of which he had been managing director since 1910. Some years ago he was prominently before the public during the discussion of the Marconi affairs. His age is not given in the reference books. The son of a London fruit and ship broker, he was educated in London, Hanover, and Brussels.

MOROCCAN CHIEFTAIN.

Tangier, April 17. It is officially stated that Raisuli is dead.—*Reuter*.

Raisuli was the Moroccan leader who came into prominence some months ago in connection with the Spanish-Riff conflict.

RUMANIAN OIL.

SETTLEMENT WITH S. O. C. O. N. Y.

Washington, April 17. The Rumanian Legation learns that a settlement has been reached with the Standard Oil interests regarding the dispute in connection with Rumanian mining law.

There are no details of the agreement.—*Reuter*.

MORE PRIZES.

In Our Motor Car Competition.

Owing to the extreme popularity of our Motor Car Competition, and the keenness displayed by contestants, we have decided to add seven further prizes, making ten awards in all.

The additional prizes, which comprise handsome gifts of various kinds purchased from leading local stores, will be announced in Monday's issue.

Get Monday's *Telegraph*, in which full details of these extra awards will appear.

SEVEN BOMBS.

COMPRADORE CHARGED.

Chiu Chik-nam, the comprador of the river steamer Shing-ming, was charged before Mr. S. B. B. McElderry, at the Central Magistracy this morning, with having in his possession seven bombs.

This is the sequel to the recent seizure of a lot of bombs on the steamer, and Mr. McCallum, who defended, described these articles as having been made from cigarette tins filled with dynamite, glass, shot and sand, fitted with detonators and fuses. They were "infernal" and dangerous to those on board, though very effective against pirates for whom they were intended. The case was remanded.

NEW FRENCH CABINET.

DIVERGENT PARTY OPINION.

Paris, April 17. There is much conjecture regarding the possibilities of the new Cabinet, in which M. Cailaux's association with M. Briand is only as remarkable as his leap back to power.

It is noteworthy that the franc has strengthened. This is interpreted as a renewal of confidence at home and abroad.

Party opinion as expressed in the respective newspapers may thus be summed up. The extreme Right are inexorably condemnatory, the Moderates are sceptical, but not intolerant, the Right wing of the Left bloc are sanguine, the Left wing or Socialists are anxious, and the Communists are hostile.—*Reuter*.

INTERNATIONAL CONFERENCE.

GATHERING IN ROME.

Rome, April 17. The inaugural meeting of the International Parliamentary Commercial Conference held in the Capitol in the presence of the King and Signor Mussolini was attended by delegations representing thirty seven States.

Signors Tittoni and Mussolini made speeches of welcome. The British, French, Belgian, Japanese and other delegates replied.—*Reuter*.

TROTSKY'S HEALTH IMPROVES.

Moscow, April 17. M. Trotsky is stated to have recovered from his illness as a result of his cure in the Caucasus, and is expected to leave for Moscow.—*Reuter*.

R33 HOME.

A SPLENDID ACHIEVEMENT.

OUTSTANDING FACTS OF THE TEST.

London, April 17. The R33 has been safely housed. While the nation has been thrilled by the untrifled competence of the whole crew, the outstanding facts of the magnificent effort of the R33 are firstly, the way Flight-Lieutenant Booth, who is thirty years of age, rose to the occasion in handling the crippled airship for twenty-nine hours in an exceptional storm, ten hours of which he was even keeping her nose to the wind, a terrific task; secondly the marvellous demonstration of the value of wireless, the airship's Irish boy operator, Kealey, aged twenty, working the whole trip, keeping in touch with land officials, who were directing the movements.

Flight-Lieutenant Booth was a Sub-Lieutenant in the Navy in 1914, and later was engaged in "spotting" submarines, for which he was awarded the Air Force Cross.

The progress of R33 was necessarily slow. All five engines were not used simultaneously, with a view to saving petrol. Thousands gathered at Low-estoft and cheered the airship as she slowly passed over at one in the afternoon. She was sighted at Pulham at two. It was seen that her nose was badly damaged. There crowds, many volunteers, had congregated, using every means of locomotion. Lt. Booth's wife had been at Pulham all night long.

The housing of the airship occupied ninety minutes. Air Vice Marshal Salmond has telegraphed to Lt. Booth:—"Your efforts were splendid, and redound to the credit of all."—*Reuter*.

SAVED BY FORESIGHT.

London, April 17. Their delighted relatives affectionately greeted the weary crew disembarking from the R33. They were taken to the huts and refreshed, before retiring to a much-needed sleep.

It is disclosed that prompt action by Lt. Booth saved the airship, which otherwise would have been wrecked in the first few hours. Lt. Booth after the breakaway thoroughly examined the nose, and found the number one gasbag punctured. He laced it to the number two frame, and thus, when it was deflated, it formed a new bulkhead, and prevented the damage spreading.

The crew felt the severe cold at night, but remained most cheerful.—*Reuter*.

APPOINTMENTS.

The following appointments are notified in the *Government Gazette*:—

Mr. P. P. J. Wodehouse, O.I.E. to act as Captain Superintendent of Police and Chief Officer, Fire Brigade, and Mr. D. Burlingham to act as Deputy Superintendent of Police.

Captain H. F. Bloxham to be Assistant Superintendent of Prisons.

Mr. J. R. Wood to act as Prison Judge.

Mr. H. R. Butters to act as Second Police Magistrate.

U.S. FLEET'S TOUR.

Melbourne, April 17. Official functions in connection with the visit of the American fleet will not be "dry."—*Reuter*.

TO-DAY.

Closing Exchange 2s. 3. 1/16

Lighting Up-Time 6.01 p.m.

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that the Government intends re-naming Queen's Pier "Liberty Pier" and dedicating it to the memory of local contractors.

"Wild Animals at Kowloon." Several girls last week-end says a newspaper heading. And were observed to pause with their just when peanuts are out of young men opposite Wiseman's season, too.

Tientsin is to have a conference of architects, engineers and contractors to celebrate the centennial. This should solidify their relations one with another.

We know of a Scotsman, who, finding himself with six hot cross buns left over from Easter, has had them varnished and put away for next year.

Talking about Rationalists reminds us that in the old days of horetics were put on the rack, whereas now they are placed on the front page.

California reports a new core-less apple. Nothing to the juicy, less punello we have served up to us.

In the Arctic in January last, a postal dog team broke all previous records for speed. Must have had a Kowloon dog-catcher driving it.

Amongst the equipment offered by a local advertiser of a car for sale, are two balloons. Those will come in handy when going over a bank.

News cables this week indicate that the Turks know that the best way of dealing with Kurds is not by showing them the milk of human kindness.

Why don't some of these folk write a Bible of their own and stop criticising?

The worst of good health is that you occasionally feel as if you were missing something.

Some folk are more particular about the petrol they use than the whisky they drink.

It is not correct to state that the Government intends placing an amusement tax on diaphanous gowns.

We can understand now why the Scottish Company doesn't run an armoured car. They'd never be seen.

Notwithstanding that Hongkong is the second port in the world, "the life-blood of the Colony" does not appear to be suffering from high pressure.

One reason why widows marry again is because dead men tell no tales.

No doubt French polish helped M. Painleve in smoothing things over when he went in for that cabinet-making job.

An optimist is one who would select a dark horse to replace a white elephant.

Talking of rents, the people are disgusted when Government does nothing and scared to death at the mere thought of what it might do.

There is something else in this Colony besides money. There is the House of Detention.

High heels are the latest fashion for men in Paris. We should hate to be in their shoes.

We calculate that if the crossword puzzle habit lasts another six months, 92.5 per cent. of Hongkong's European population will have learned the entire Greek alphabet.

"Peking Banker Chopped Up with Axe," says a newspaper heading. Overdrawn and quartered?

Residents of the Peak Hotel cannot complain that they do not get novel variety in their food occasionally. A few days ago "curried sweetbreads" appeared on the menu. That, however, did not cause nearly such a sensation as the rare bit of culinary art provided last Thursday night, namely, "Cheese Straws."

If you have a friend living at the Hotel, ask for the recipe.

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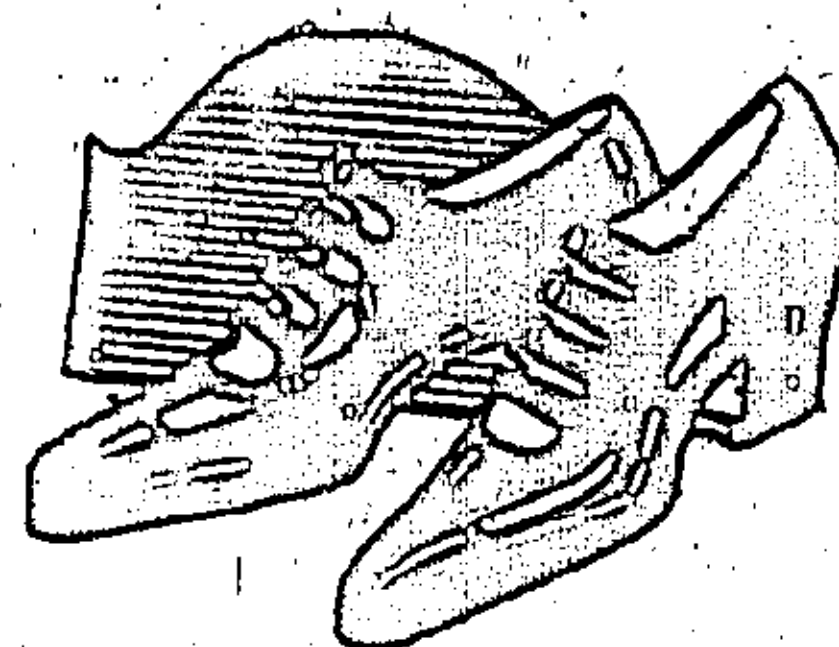
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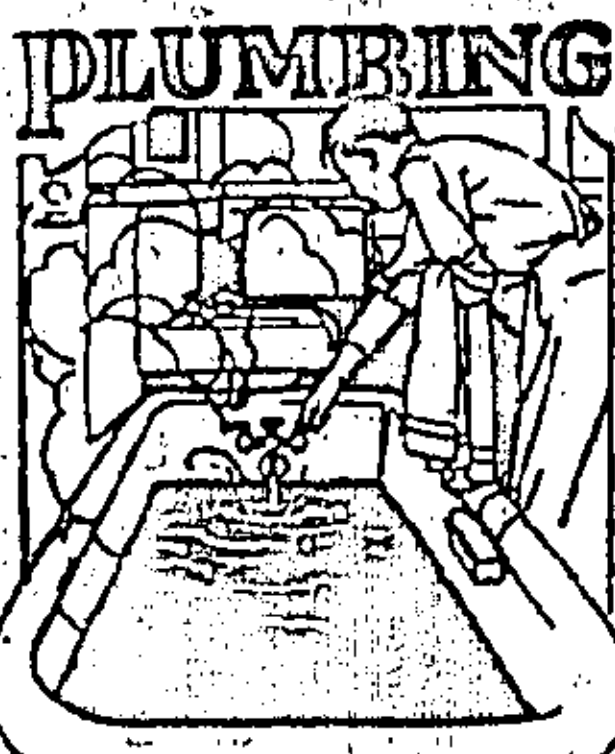
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COMPANY REPORT.

MERCANTILE BANK OF INDIA.

The thirty-second annual report of the Board of Directors to the shareholders of the Mercantile Bank of India states:

The Directors submit to the shareholders of the Bank the general balance sheet and statement of profit and loss account for the year ending December 31, 1924.

The net profits for the year, after providing for bad and doubtful debts, and including \$157,811. 11s. 11d. brought forward from last Account, amount to \$401,221. 11s. 5d. From this sum has to be deducted \$84,000 being the Interim Dividend of 8 per cent., less Income Tax, on the "A," "B" and "C" Shares paid in September last.

The Directors have added \$50,000 to the Reserve Fund (raising it to \$1,300,000), \$15,000 to the Officers' Pension Fund, and written \$10,000 off Freehold Banking Premises. They now recommend a Final Dividend on the "A," "B" and "C" Shares of 8 per cent., less Income Tax (making 16 per cent. for the year), leaving a balance of \$158,221. 11s. 5d. to be carried forward.

"CARTER."

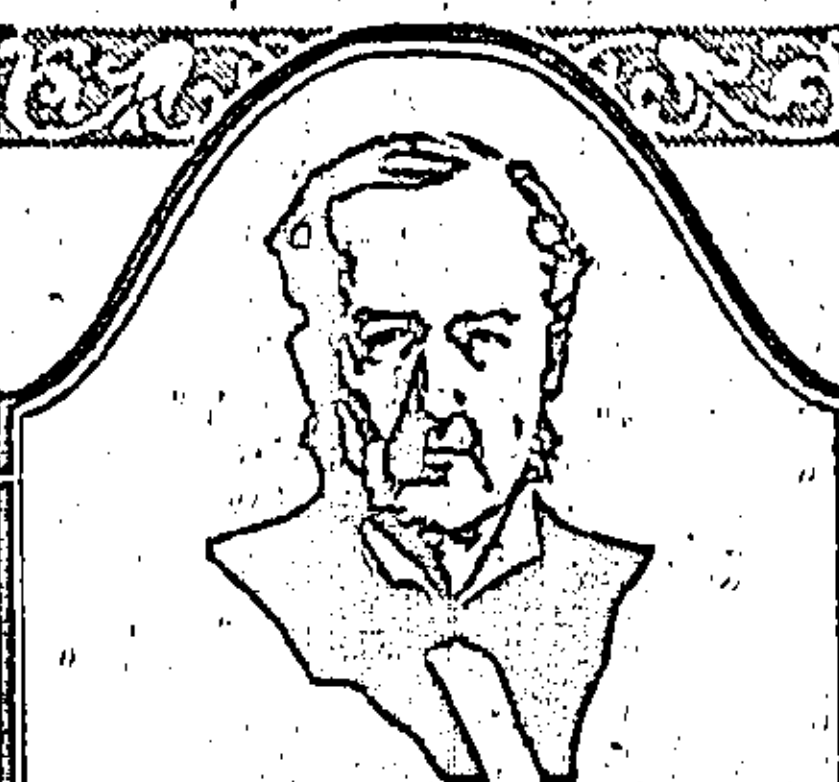
MAGICIAN COMING TO THE QUEEN'S THEATRE.

Carter, the much travelled and much heralded magician and his company, have been booked to appear for a short season at the Queen's Theatre here, beginning from the 24th April.

Carter is now appearing in Manila and here is what *The Cable-News-American* said: "The best show ever to appear in Manila. Mysterious Carter, a wonder. No better house ever greeted any show than faced Carter last night at the Opera House. The place was packed and hundreds were turned away."

Carter has also appeared in London, in the provinces, and at the leading theatres in Europe and America. Many may still remember him when he played at the Theatre Royal three years ago.

Carter will entertain and mystify with and without apparatus. He is said to have originated more tricks and illusions than any magician, and will present many of them during his engagement at the Queen's Theatre. Booking is now open at the theatre.



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107, LONDON, ENGLAND.

EARLIER TELEGRAMS.

NEW FRENCH CABINET.

Paris, April 17.

The Cabinet has been finally composed as follows:

Premiership and Minister of War, M. Painleve.
Minister of Justice, M. Steeg.
Minister of Foreign Affairs, M. Briand.
Minister of Finance, M. Caillaux.
Minister of Interior, M. Schrameck.
Minister of Education, M. Demonce.
Minister of Navy, M. Emile Borel.
Minister of Colonies, M. Andre Hesse.
Minister of Agriculture, M. Durand.
Minister of Commerce, M. Chaumat.
Minister of Public Works, M. Laval.
Minister of Labour, M. Durafor.
Minister of Pensions, M. Antierou.

The Under Secretaries are: Premiership, M. Georges Bonnet; War, M. Ossola; Merchant Marine, M. Danielow; Aeronautics, M. Eynac; Fine Arts and Technical Education, M. Dedbos; Liberated Regions, M. Schmidt and General Commissioner of War, M. Benazet.—Havas.

MINISTER ASSASSINATED.

Sofia, April 17.

It is stated that the body of the assassin of Deputy Mileff has been discovered at the spot where Mileff was killed, bearing a paper, stating execution was ordered by a Macedonian organisation. The man is said to have been an anarchist and habitual murderer.—Reuter.

[A Reuter message of February 2, reported the assassination of M. Mileff, minister designate to Washington, and said his assassin had escaped. The crime was attributed to the Macedonian Federalist vendetta.]

THE COTTON INDUSTRY.

London, April 17.

According to the *Manchester Guardian* the recent suggestion of Mr. Hammersley, M.P., that the cotton industry might be improved by applying a more substantial proportion of Lancashire's spinners machinery to the use of Indian cotton, seems to have met with more opposition than support up to the present from spinners and manufacturers. It is pointed out that Lancashire merchants established themselves in the markets of the world as the sellers of the better qualities of cotton cloth and before Mr. Hammersley's idea for producing the cheapest cotton goods could be carried out new markets must be found, and by that time the whole position might have changed. The spinners say that a substantial increase in the use of Indian cotton in Lancashire would immediately inflate the price of such cotton, and thus destroy any value of Mr. Hammersley's idea as a commercial proposition, and anyhow the cost of altering the mills would be prohibitive as a means of extracting the cotton industry from "a temporary impasse," though it might pay anyone building new mills to equip them for the spinning of Indian cotton to order and make a bid for the markets of Africa and the Far East.—Reuter.

PRINCE OF WALES'S TOUR.

Minna, Nigeria, April 17.

The Prince of Wales arrived at midnight. The Prince drove a train for half an hour yesterday afternoon accompanied by a driver, who drove King Edward, when, as Prince of Wales he visited West Africa en route to India.—Reuter.

FRENCH DRESSMAKERS AND MILLINERS.



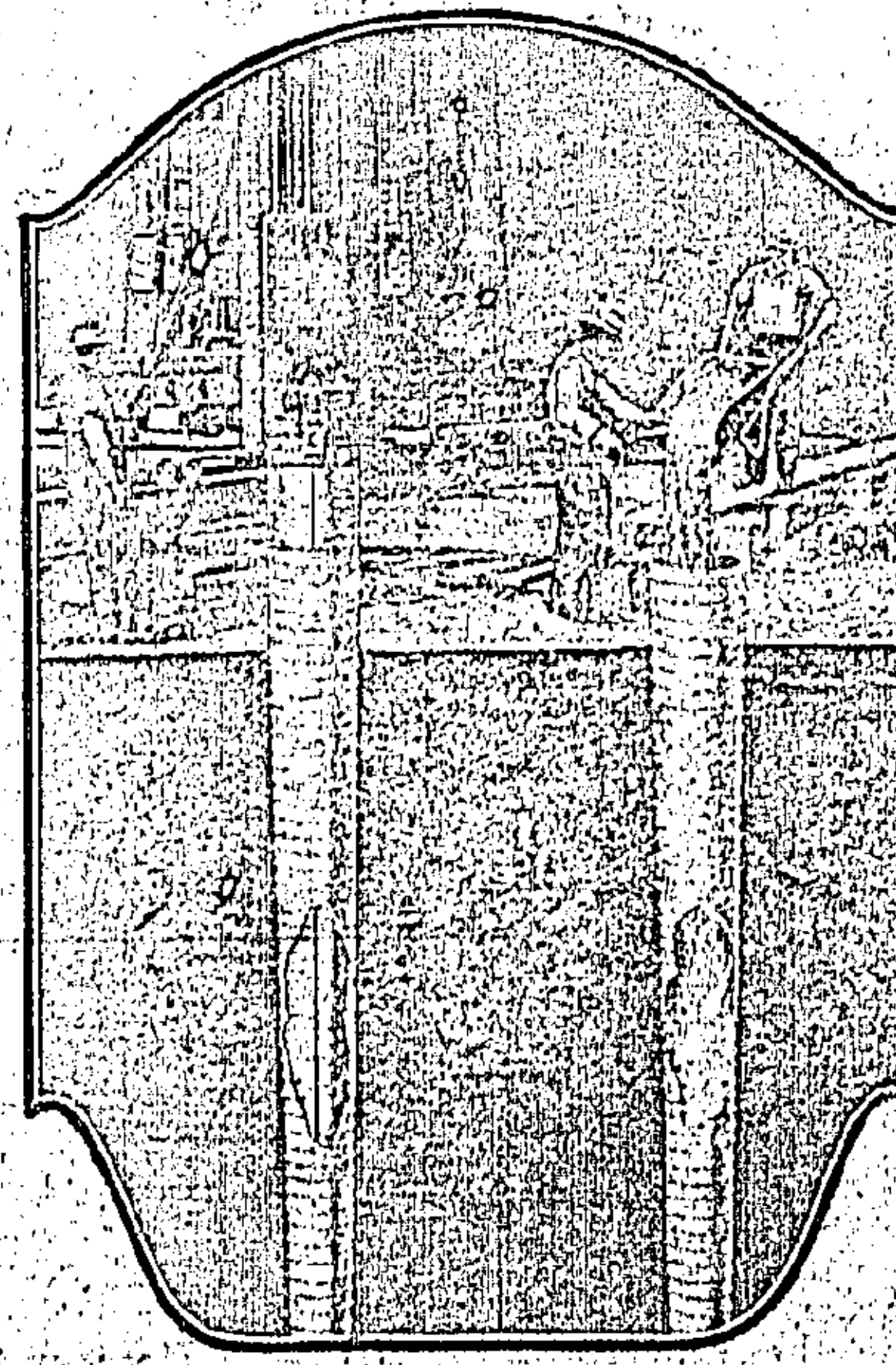
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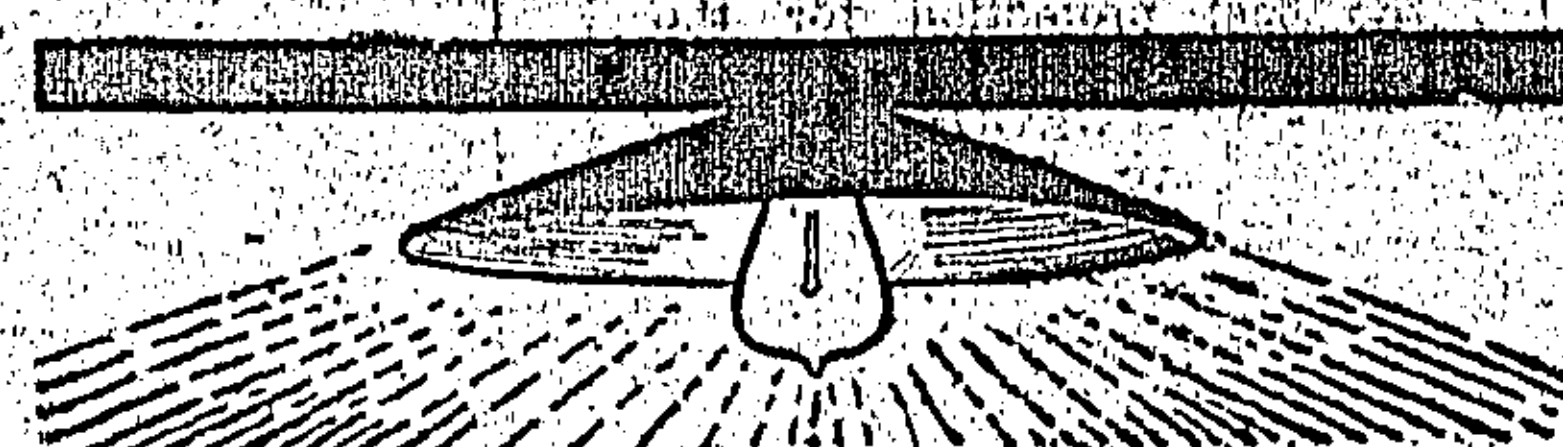
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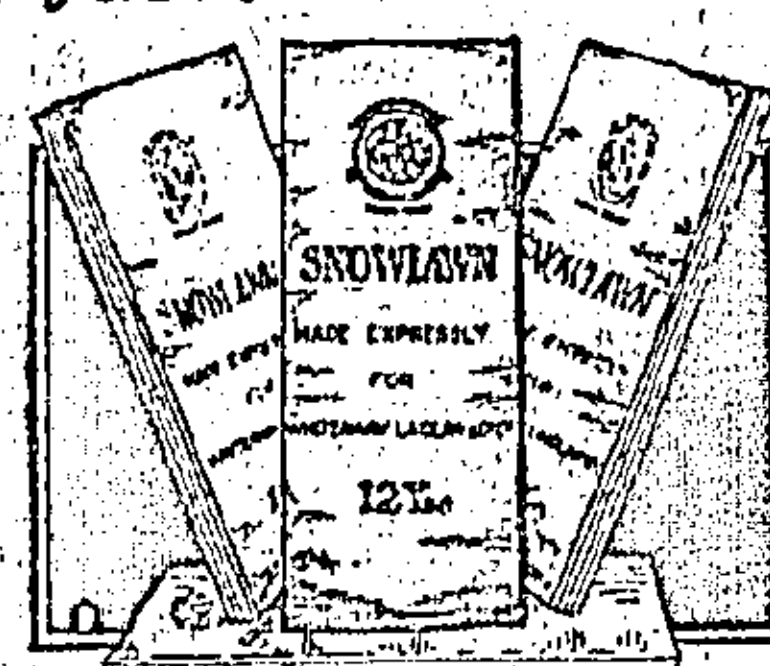
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SCHOOL SPORTS.

TUTORIAL INSTITUTE'S FIRST MEETING.

The first annual athletic meeting of the Tutorial Institute of Hongkong was held on the Queen's College Ground at Causeway Bay yesterday afternoon in the best weather that the Colony has experienced for some time.

Staff and students turned up in full for the initial athletic event in the annals of the organisation, and the events were keenly contested, especially those in which the younger pupils took part. As might be expected, there were no records broken, but there is some promising talent among the juniors, and now that the Institute has embarked upon a programme which recognises sport as an essential part of youthful education, much is to be expected in the future.

The results were as follow:—

High Jump (Senior).—1, Kwong Kwok Lun (6 feet); 2, Lau Yee Shan; 3, Chan How Leung.

High Jump (Junior).—1, Ip Shui Choon (4 feet 7 1/2 inches); 2, Leung Chin King; 3, Chan Kwok Ching.

Long Jump (Senior).—1, Jay Chan Kam (15 feet 7 inches); 2, Chau How Leung; 3, Lau Yee Shan.

Long Jump (Junior).—1, Ip Shui Choon (14 feet 8 inches); 2, Chan Kwok Ching; 3, Leung Chin King.

100 yds. (Senior).—1, Chau How Leung; 2, Lok Wing Fai; 3, Ho Chiu Kwong.

100 yds. (Junior).—1, Ip Shui Choon; 2, Chan Kwok Ching; 3, Mok Kin Ting.

100 yds. (Small Boys).—1, Ng Ping Kai; 2, Ko Wui Tung; 3, Ng Ping Yiu.

20 yds. Hurdles (Senior).—1, Chan How Leung; 2, Lau Kai Sui; 3, Lok Wing Fai.

20 yds. Hurdles (Junior).—1, Ip Shui Choon; 2, Chan Kwok Ching; 3, Mok Kin Ting.

220 yds. (Senior).—1, Chau How Leung; 2, Lee Po Chi; 3, Lau Yee Shan.

220 yds. (Junior).—1, Ng Ping Kai; 2, Ko Wui Tung; 3, Ng Ping Yiu.

440 yds. (Senior).—1, Chau How Leung; 2, Man Ping Fat; 3, Tam Kim Hong.

440 yds. (Junior).—1, Chan Kwok Ching; 2, Chan Yee Chau; 3, Ip Shui Choon.

Putting the Shot.—1, Tam Kung Mong (40 feet); 2, Ho Chiu Kwong; 3, Tam Kim Hong.

Old Boys Race.—1, Leung Hoy; 2, Lau Sui Wa; 3, Lee Kwok Lam.

Tug of War.—Class 3.

Half Mile.—1, Tam Kim Hing; 2, Tam Kon Mong; 3, Chau Kwok Ching.

Inter-class Team Race.—Class 2.

Small Boys Mathematical Race.—1, Ko Wui Tung; 2, Chau Kin Ming; 3, Fok Hui Chui.

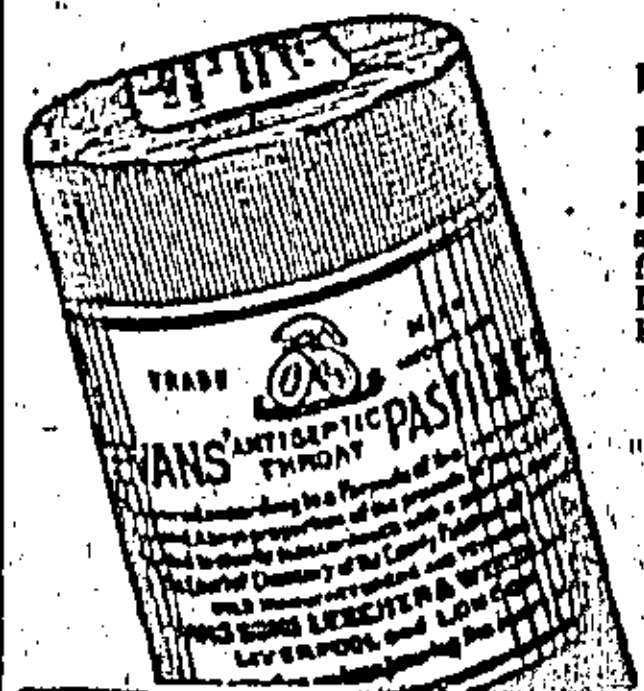
On the conclusion of the sports the prizes were given away by Mr. Wong Kwong-tin, who, speaking in Chinese, congratulated the winners on their success and expressed the hope that they would compete again next year and thus help to make the sports an annual event.



Your voice is
an asset

To remove that annoying huskiness take an occasional Evans' Pastille. All the germs of influenza, cold, chill or catarrh are killed at once by Evans' Pastille. To allay sore throat, to protect throat and lungs, take

EVANS'
ANTISEPTIC THROAT
Pastilles



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by Evans & Sons
Leicester & Webb,
Ltd., Liverpool,
according to a
formula of the
Liverpool Throat
Hospital.
Sold by
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and stores

LAWN TENNIS.

YESTERDAY'S RESULTS.

Only three games were played yesterday in the tennis tournament, and of these, the match between M. W. Lo and A. S. Hett in the second round of the championship event, attracted most interest. The former was playing quite well and dominated the play practically throughout. Hett on occasions scored some very nice shots but had to admit defeat in three straight sets.

The only other match in the same tournament was that between the Japanese, Sudo, and Lau Fook-sing. This game was also decided in three sets in favour of the Chinese player. The Japanese was completely outplayed, but was responsible for a number of strokes which beat his opponent.

The results were: Open Championship Singles: M. W. Lo beat A. S. Hett, 6-3, 6-2, 6-3; Lau Fook-sing beat D. Sudo, 6-1, 6-1, 6-0. Handicap Singles "A."—E. Grimbale (rec. 3/6) beat T. H. King (rec. 2/4), 7-5, 6-4.

JAPAN'S POLITICS.

COALITION GOVERNMENT TO CONTINUE.

Tokyo, April 17.—Political circles have quietened down as a result of the announcement that the Coalition Government will continue. Baron Tanaka, the now Seiyukai President, has refused a Cabinet post, pleading a desire to study party politics unhindered. Takahashi is formally resigning from the Cabinet, pleading age and wishing a quiet life. Utago Noda, the Vice President of the Seiyukai, and Kunisuke Okazaki, the Seiyukai adviser, were installed in the Ministries of Commerce and Industry and Agriculture and Forestry respectively this morning.—Reuter.

JAPAN'S NAVY.

THE BUILDING PROGRAMME.

Tokyo, April 17.—The naval construction programme is as originally laid down in accordance with the Washington Agreement, but it is learnt authoritatively that only six first class cruisers will be laid down and two more ten thousand tonners, the Haguro and Ashigara, are contemplated.

Ships being constructed include the aeroplane carriers Akagi and Kaga, the cruisers (10,000 tons) Myoko and Nachi, the 7,100 tonners Furutaka, Kaka, Aoba and Mutsugasa and the 5,500 tonners Abukuma, Jintzu and Naka, as well as the destroyers, totalling 14,000 tons.—Reuter.

FAMILY TANGLE.

ALLEGATION AGAINST MOTHER-IN-LAW.

The police have detained a Chinese woman, against whom an allegation of having stolen a considerable sum of money was made by a Yunnanese officer. The total amount involved is said to be nearly \$24,000. It is alleged that during the absence of the officer, with whom she has lived in a house at Pokfulam Road for some time, the woman absconded with the money and some jewellery, including a gold chain weighing three catties.

According to the report to the police the woman is the mother-in-law of the man. The officer was away recently, leaving his little daughter in charge of the woman. On his return to the Colony the other day he discovered that his mother-in-law had disappeared. The police were informed and enquiries were immediately set afoot with the result that the woman was traced to a house in Hill Road. It is stated that only a portion of the money has been recovered.

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Fresh
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and toilet accessories, you are assured of
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PHOSPHO-QUININE TABLETS
SIMPLE—SAFE—RELIABLE

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25, WING WOO ST.
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*you anticipate a
perfect smoke*

You will not be
disappointed when
you light up a
"Three Castles"



ALL
THREE CASTLES
CIGARETTES ARE MADE IN ENGLAND.

This advertisement is issued by the British American Tobacco Co. (China) Ltd.

A-106

NEW ADVERTISEMENTS.

UNIVERSAL WANTS

If you have noticed the large number of people who read the "Telegraph" every night, you will be SATISFIED

that the best evening advertising medium

IN THE

Colony of Hongkong is the "HONGKONG TELEGRAPH"

25 WORDS:

(\$1.00 for 3 insertions. \$1.50 if not prepaid.) Please State if Box No. is required

PREMISES WANTED.

WANTED TO RENT. Small furnished house or bungalow in the Peak district. Apply to Box No. 1306 c/o "Hongkong Telegraph".

PREMISES TO LET.

SPACIOUS OFFICES. Second floor, China Building. Premises now available. Inspection any time during business hours. Apply The Hongkong Excavation, Piling Driving & Construction Co., Ltd., 2nd Floor, Powell's Building.

STORAGE Space on Marine Lots with Godowns & Chinese House to Lot. W. S. Bailey, Kowloon Bay.

FOR SALE.

FOR SALE.—KELLET MA-NOR BEING NO. 185 THE PEAK. POSSESSION NEXT MAY.—H. Percy Smith No. 6, Des Vaux Road Central.

FOR SALE.—Just received from Paris an assortment of Smart Trimmed Hats at moderate prices. Inspection invited. No. 4 Caine Road, Hongkong.

FOR SALE.—Furniture in a five room house in Kowloon. Completely furnished throughout including bathroom and kitchen, also transfer of 16 months lease, very moderate rental possession, and low price to quick purchaser. Apply Box 1314 c/o "Hongkong Telegraph".

FOR SALE.—One 3 H. P. Matchless Motor cycle, 1924 model, complete with electric lighting set, speedometer and pillion seat, almost new, only run 1,000 miles, perfect running condition. Owner buying a Car. What offers? Reply Box No. 1312, c/o "Hongkong Telegraph".

COUNTRY LIFE.—Pure, invigorating air. Bright Sunshine. Luscious fruits. Fresh tender vegetables. Chicken run and farm produce of all kinds can be yours cheaply if you will own a house and farm in the country. A few desirable lots in the best and healthiest part of the New Territories still available to early applicants. Investigate. Further formation gladly furnished by Box 1313 c/o "Hongkong Telegraph".

FOUND.

FOUND.—A bunch of keys. Owner may have same by calling at the office of the "Hongkong Telegraph".

LOST.

YOUNG IRISH TERRIER dog—very short tail, vertical white line on breast. Owner Lieut. Col. E. D. Mathews, 25, Humphreys Buildings (Tel. K.141).

HONGKONG JOCKEY CLUB.

THE Clerk of the Course Mr. F. Sutton having left the Colony all communications, until further notice should be addressed to the Stewards c/o Linstead & Davis.

SOCIETY OF ST. GEORGE HONGKONG.

ST. GEORGE'S DAY. THURSDAY, 23rd April.

A LUNCHEON will be held at the HONGKONG HOTEL ROOF GARDEN at 1.15 p.m. Members of the Society of St. George wishing to attend are requested to advise. The Manager, Hongkong Hotel. Not later than Noon, 21st April, stating the number of seats required. It is hoped that Members will be accompanied by their Ladies. Owing to the limited space available no guests can be invited. Further particulars can be obtained from the Hotel Management. Englishmen resident in the Colony and not already members are cordially invited to join the Society.

L. S. GREENHILL, Hon. Secretary. Hongkong, 14th April, 1925.

SOCIETY OF ST. GEORGE, HONGKONG.

THE Committee of the Society will lay a wreath on the Cenotaph on St. George's Day, April 22nd, at 12.45 p.m. It is hoped that as many Members as possible will be present.

NOTICE.

A MAN OF 30

Can secure for himself, at 55, a lump sum of over £3100 by depositing with us, annually, £90. In addition, we guarantee to pay his heirs, should he die before 55, not less than £2000. Other ages and amounts in proportion. As for fuller particulars.

Sun Life Assurance Co. of Canada, King's Building, Hongkong. F. M. Weller, Manager.

CYMBETHAS DEWI SANT.

(ST. DAVID'S SOCIETY.) Hongkong

WELSH people desirous of joining the Society are requested to communicate with the undersigned.

D. DAVIES, Hon. Secretary.

NOTICE.

I have started business from date as Share and General Broker, under the style and firm name of Edwards & Co., at the Bank of Canton Buildings, No. 6 Des Vaux Road Central.

Mr. Lewis A. Tobias, has full power to deal in my name and also signs for the firm per procuration.

THE DORROS DANCING ACADEMY.

UNDER THE DIRECTION OF Mrs. & Miss DORROS Modern Ballroom Dancing Latest London Steps and Style Fox-Trot, Blues, Slow Valse 1925. Ballroom Tango

ALSO OPERATIC, CLASSICAL AND INTERNATIONAL DANCING FOR CHILDREN AND ADULTS STUDIO ASTOR HOUSE HOTEL, Room 38

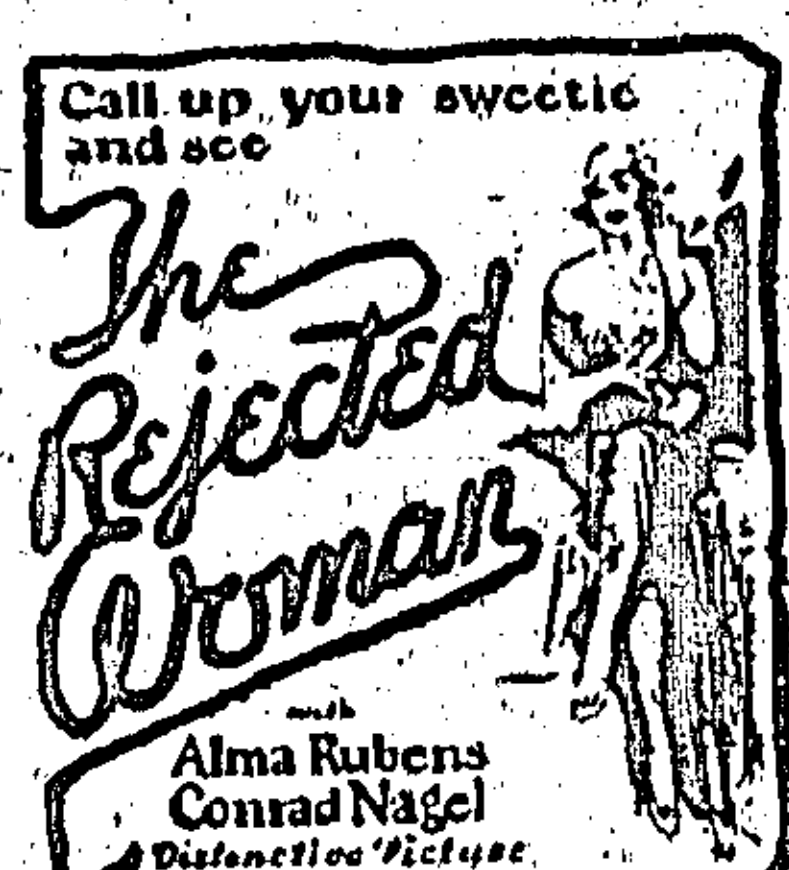
NOTICE.

MR. Isaac Francisco da Rocha will be in charge of our office during the absence of Mr. Carl E. Koehler, A.B. The Swedish Trading Co. Fil in China, Ltd. Hongkong, 14th April 1925.

MASSAGE

Mr. N. AKAJI, Mrs. E. AKAJI, Graduate of Tokyo Massage School, No. 58, Haiphong Rd. 2nd floor. Kowloon Telephone, K.1234.

STARTING SUNDAY



World Theatre

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, Ceylon, MBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship,

"NAGPORE" carrying His Majesty's Mails, will be despatched from this port at NOON on WEDNESDAY, the 21st. April, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London. Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to—

MACKINNON, MACKENZIE & CO., Agents. Hongkong, April 17th, 1925

Perfect Expression

IS AN IMPORTANT POINT TO A MASTER PIANIST. WITH

THE MORRISON PIANO

the instrument responds to every mood of the player, making it a pleasure to play on it.

Let us demonstrate this to you at our Show Rooms

TSANG FOOK PIANO CO.

8, Des Vaux Road, Central.

Entrance Ice House Street. Telephone C.4648.

MILNERS' SAFES

THE Undersigned have just received a shipment of safes of various Sizes. These may be seen at No. 5 Duddell Street. LAMMERT BROS., Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"CALCHAS"

From New York via Manila

are hereby notified that the Cargo

will be discharged into Holt's

Wharf, Kowloon, where it will lie

at Consignee's risk and subject to

terms and conditions of storage at

Holt's wharf. The Cargo will be

ready for delivery from Godown

on and after 16th April.

Optional cargo will be landed

unless notice has been given prior

to Steamer's arrival.

All broken, chafed, and damaged

goods are to be left in the

Godowns, where they will be

examined on any Tuesdays and

Fridays between the hours of

10.45 a.m. and noon within the

free storage period.

No claims will be admitted

after the Goods have left the

steamer's Godown, and all Goods

remaining undelivered after the

22nd. April, will be subject

to rent.

All Claims against the Steamer

must be presented to the under-

signed on or before the 6th

May, or they will not be

recognised.

No Fire Insurance will be

effected.

BUTTERFIELD & SWIRE

Agents

Hongkong, 16th April 1925.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

and CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"MENTOR"

are hereby notified that the Cargo

will be discharged into Holt's

Wharf, Kowloon, where it will lie

at Consignee's risk and subject to

terms and conditions of storage at

Holt's wharf. The Cargo will be

ready for delivery from Godown

on and after 16th April.

Optional cargo will be landed

unless notice has been given prior

to steamer's arrival.

All broken, chafed, and

damaged goods are to be left in

the Godowns, where they will be

examined on any Tuesdays and

Fridays between the hours of

10.45 a.m. and noon within the

free storage period.

No claims will be admitted

after the Goods have left the

steamer's Godown, and all Goods

remaining undelivered after the

22nd. April, 1925 will be subject

to rent.

[All Claims against the Steamer

must be presented to the under-

signed on or before the 6th

May, 1925 or they will not be

recognised.

No Fire Insurance will be

effected.

BUTTERFIELD & SWIRE

Agents.

16th. April, 1925.

Dollar Steamship Line.

The Steamship "ESTHER DOLLAR"

having arrived from San Francisco

via ports, on April 16th 1925,

consignees are hereby notified

that their cargo is being landed

at their risk into the hazardous

and/or extra hazardous Godowns

of the Hongkong & Kowloon

Wharf and Godown Company, at

Kowloon, and stored at con-

signees' risk.

Consignees of Cargo must pro-

duce an Import Permit signed by

the Superintendent of Imports

and Exports, Hongkong, before

Bills of Lading will be counter-

signed.

All broken, chafed and damaged

goods are to be left in the Godowns

where it will be examined at 10

a.m. on April 22nd, 1925, by the

Company's Surveyors, Messrs

Carmichael & Clarke.

All claims must be presented

within thirty days of the

steamer's arrival here, after

which they cannot be recognised.

No claims will be recognised

after the goods have left the

godowns, and cargo undelivered

on and after April 24th, 1925,

will be subject to rent.

No fire insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading for

countersignature immediately.

DOLLAR STEAMSHIP LINE,

4, Des Vaux Road.

FORTHCOMING AUCTION SALES.

Lammert Bros. Hughes & Hough LIMITED

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Monday, the 20th. April, 1925.

commencing at 2.45 p.m.

at No. 8, Broadwood Road

A Quantity of Valuable

Household Furniture,

Comprising—

Teak batstand, Chesterfield

couch and chairs, Tables, Desks,

Pictures, Carpets, Rugs, Curtains,

Coiling Fans and Lights, Brass

ornaments Brass fenders &c. &c.

Teak Dining table, Chairs,

Overmantel, Sideboard with

bevelled mirror, Dinner wagon,

Teak sil or cabinet, Dinner ser-

vice, Glassware, Cutlery, &c. &c.

Brass and iron bedsteads, Single

and double wardrobes with bevel-

led glass doors, Box couch, Dress-

ing table with bevelled mirror,

Chests of drawers, Marble top

washstand, Toilet sets, Singer's

Sewing machine &c. &c.

Teak Ice chest Cooking stove,

Utensils &c. &c.

also

A Large Quantity of Plants

in pots

Catalogues will be issued

On View from the 19th April

1925.

Terms—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction, Monday the 20th. April 1925.

commencing at 11 a.m.

at No. 2 Godown Lower, Holt's

Wharf, Kowloon

(for account of the concerned)

1 Bale Paper

1 Case Tiles

16 Bags Sulphate of Ammonia

30 Cases Hard Ware

and

A Quantity of Miscellaneous

Goods

Terms—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

DOES YOUR FOOD CAUSE DISTRESS?

If so, it simply that dangerous acid is attacking your delicate stomach lining and is preventing digestion. This being so, your your meals must fail to nourish you, and you run serious risk of ill-health and cruel pain. If you neglect this early warning of oncoming dyspepsia you must get surprised to find yourself getting old and feeble years before your time. Rid yourself of the menace—take Bisurated Magnesia, the one sure remedy, used and recommended by doctors hospitals and public alike! Bisurated Magnesia neutralises the harmful acid the instant it enters the stomach; it stops all race of fermentation, gas and pain immediately. Try it! Get a package (either powder or tablets) from your chemist to-day; but be quite sure you get what you ask for. But see the trade-mark word "BISMAG" in an oval sign on the wrapper—then you'll know you've got something that positively MUST do you good.



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CHINA SIAM LINE

Regular freight and Passenger Service for Bangkok via Swatow, leaving Hongkong Mondays for Swatow and Bangkok.

s.s. "HELIXON" " " " 20th April at 5 p.m.
s.s. "HERMELIN" " " " 4th May "
s.s. "HELIOS" " " " May "

For further particulars apply to
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AMERICAN PIONEER LINE

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SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG - MACAO LINE

Sailings to Macao—Daily at 8 a.m. & 2 p.m. (Sundays 9 a.m. only)
Sailings from Macao—Daily at 8 a.m. & 2 p.m. (Sundays 4 p.m. only)

AMENDED MACAO SERVICE:

April 20th—Sailings to Macao—2 p.m. only
—Sailings from Macao—8 a.m. only
April 21st—Sailings to Macao—2 p.m. only
—Sailings from Macao—8 a.m. only

Further information may be obtained at the Company's Office, 4A, Des Voeux Road Central, Messrs. Thos. Cook & Son Ltd., or the American Express Company Hongkong.

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"TAI LEE CHAN."

— ESTD. 1884 —

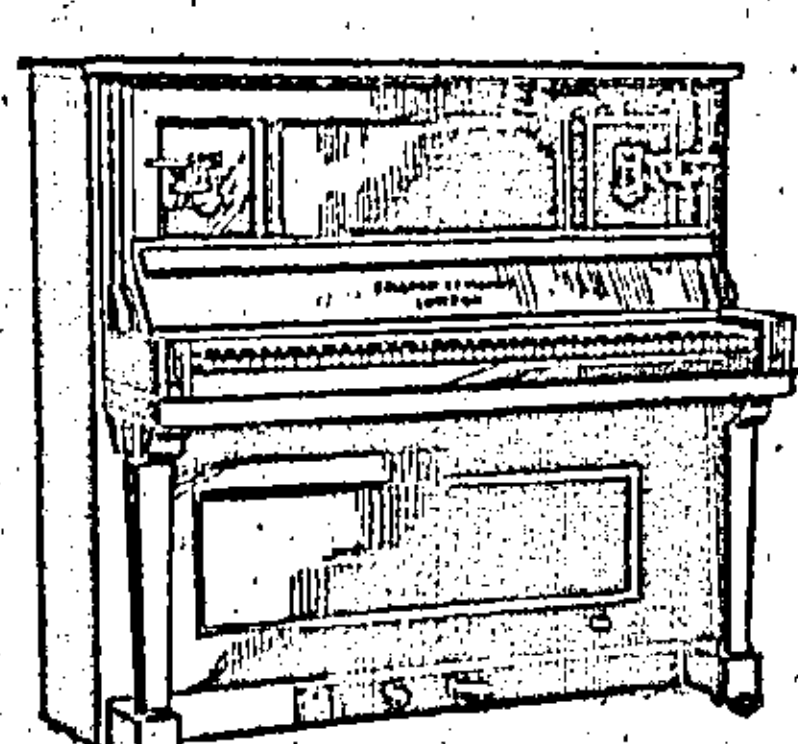
METAL GOODS and HARDWARE.

Tel. No. 1993.

119 Jervois Street

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ALL BY
BRITISH BRITISH
MADE WORKMEN

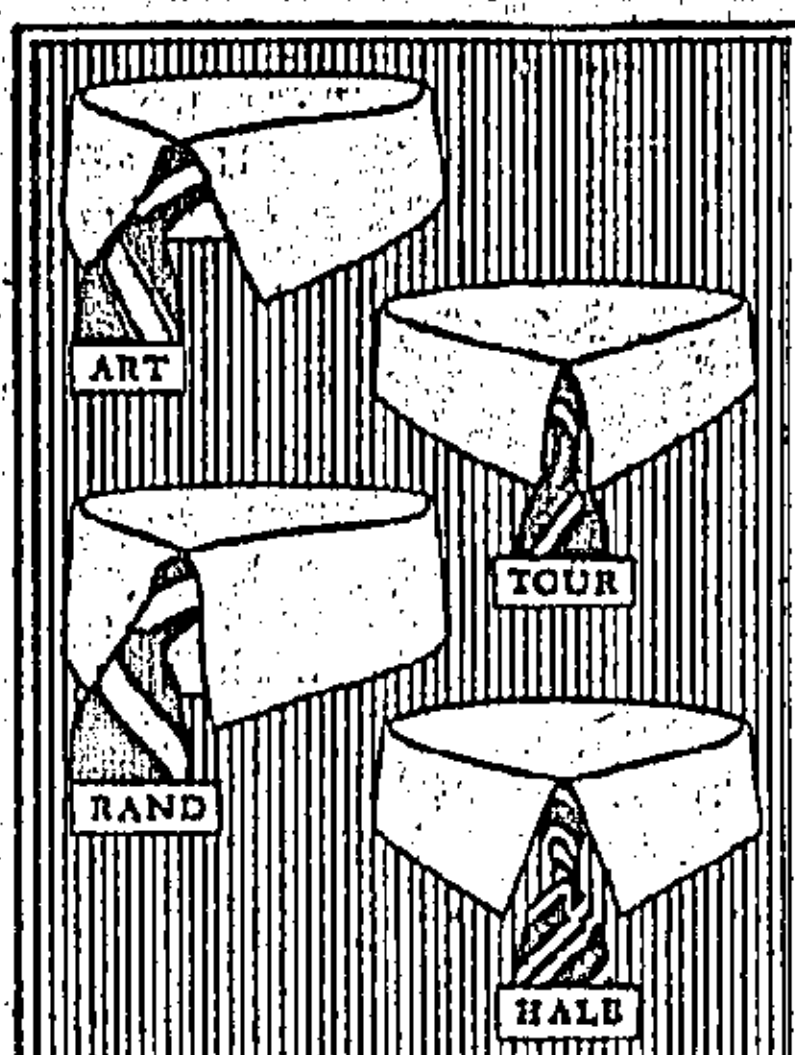


NEW TROPICAL MODELS AT
ANDERSON'S

MELACHRINO
EGYPTIAN CIGARETTES

NEW SHIPMENT JUST ARRIVED

No. 4 \$4.75 } per tin
No. 9 \$2.75 } of 100's



ARROW

De Luxe Soft
COLLARS

Made of a durable fabric that will not shrink or wilt, and that can be laundered easily at home. These are made in quarter sizes to insure perfect fit.

SOLD at the BEST SHOPS

FROM A LINER TO A
LIFEBOAT.

ALL KINDS OF STEAMERS
FOR SALE.

Ships in good condition only are handled. Terms generally cheap, or at least moderate. Diesel and semi-diesel boats built to order. Apply by letter to Box No. 1272 Hongkong. Telegraph or phone from 1.00 p.m. to 2.00 p.m. or after 5 p.m. to K.559.

PURE MANILA ROPE

"THE ROPE YOU CAN TRUST"

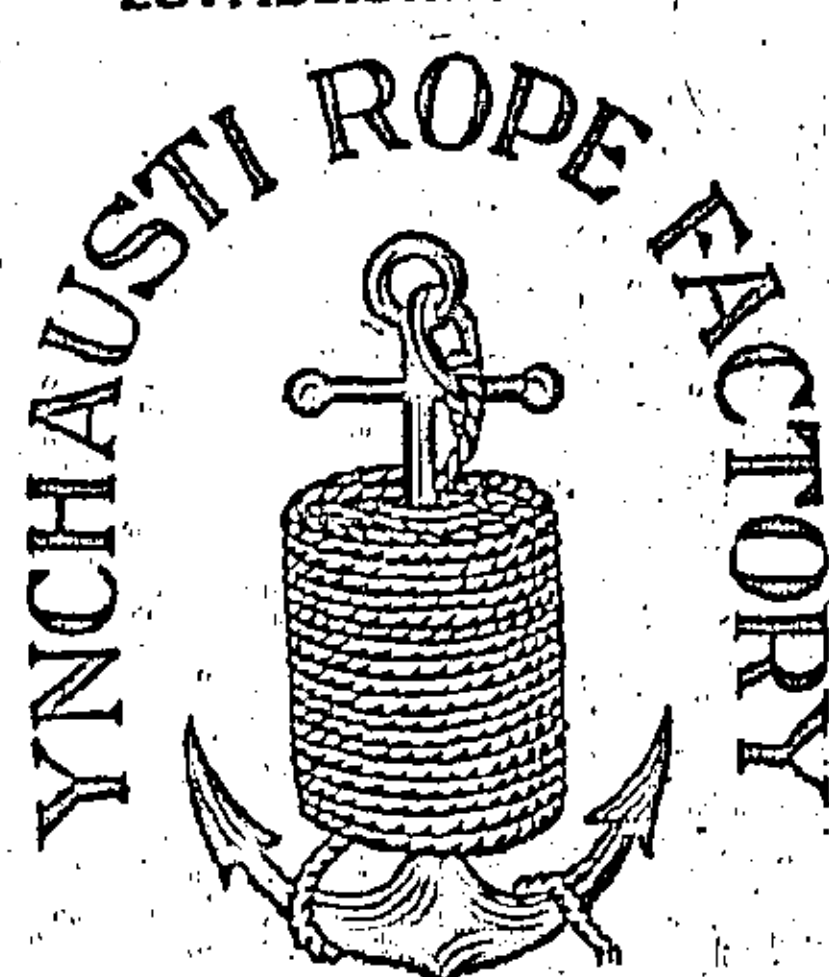
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MARINE ROPE

TRANSMISSION
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CABLES.



MANILA

STOCKS ON HAND OF ALL SIZES
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HONGKONG OFFICE: KING'S BUILDING.
Telephone Central 3165.



"CANADIAN CLUB" WHISKY

DISTILLED & BOTTLED BY
HIRAM WALKER & SONS LTD.
WALKERVILLE, CANADA.
OF UNQUESTIONED PURITY

AGENTS:—

**CALDBECK MACGREGOR
& CO., LTD.**

15, Queen's Road, Central. Tel. 75 C.

LET'S GO TO THE STAR!

AIR FORCE DEVELOPMENTS.

Larger Machines to be Used.

Interesting development of the Royal Air Force are foreshadowed in a book, "The Royal Air Force as a Career," which has just been issued by the Air Ministry, at three shillings net.

Developments of aircraft, it is stated, point to the coming of machines much larger than those now in use. These will be driven by two or more high-powered engines, and will be capable of performing very long flights. In them it will be possible to transport troops, equipment or bombs over long distances at speeds greater than one hundred miles per hour.

Large flying boats are also being evolved for duty with the Navy. These will be capable of remaining at sea for several days at a time, and other machines designed for use in co-operation with the Navy include gun-spotting craft for the wireless direction of fleet gun-fire, torpedo carriers, and new fighting scouts—all of them able to fly off and alight on a ship's deck.

The book deals with the conditions under which young men can become officers of the R.A.F., and the amenities of the R.A.F. Cadet College at Cranwell, where recruits undergo a two years' training course and emerge, if successful, as pilot officers. Opportunities of services in the Middle East, Iraq, India, Palestine, Trans-Jordan, and the Mediterranean, are discussed, and also a scheme of "short-service" commissions, under which recruits serve for a short time on the active list, and then are transferred to the reserve, is expounded.

The training given, it is claimed, fits men for the pursuit of peace-time commercial aviation and engineering. Opportunity for young men who wish to follow their normal occupations and carry out a certain amount of flying training is afforded by the Special Reserve and Auxiliary Squadrons of the Home Defence Force, the organisation of the auxiliary squadrons being similar to that of the Territorial Army.

A SIMPLE TEST

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(IN EIGHT REELS)

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HERE'S A PHOTOPLAY THAT NEVER LAGS ONE MOMENT IN INTEREST; THAT'S RICH WITH THE MODERN FLAVOUR OF HIGH LIVING; THAT PICTURES VIVIDLY THE DANCING, WINING, PETTING, ROMANCING YOUTH OF TO-DAY.

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TENNIS POSTS from \$35.00

GOLF BAGS from \$4.00

"SILVER KING" } GOLF BALLS
"MAXFLI" } \$14.40 doz.

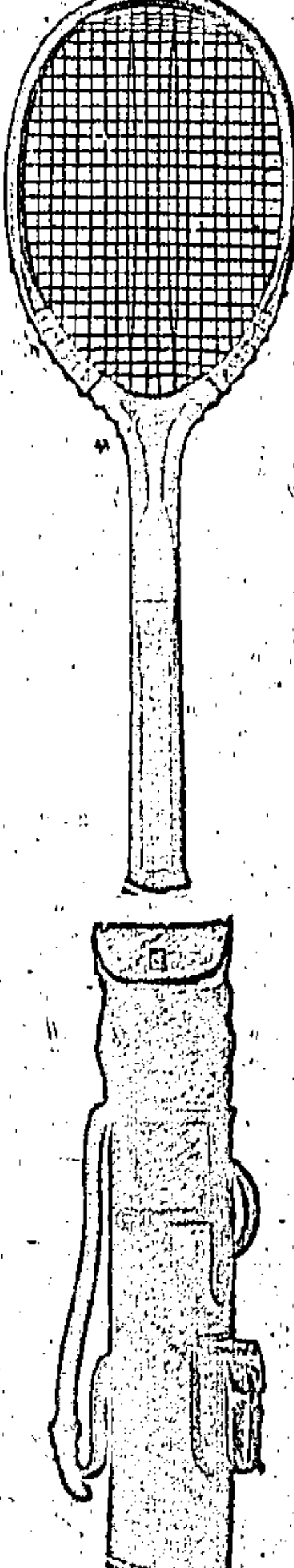
SPALDING REDS \$2.00 "

CANN & TAYLOR'S IRON CLUBS
FORGAN'S \$6.00

SPALDING'S WOOD CLUBS
GIBSON'S \$7.00

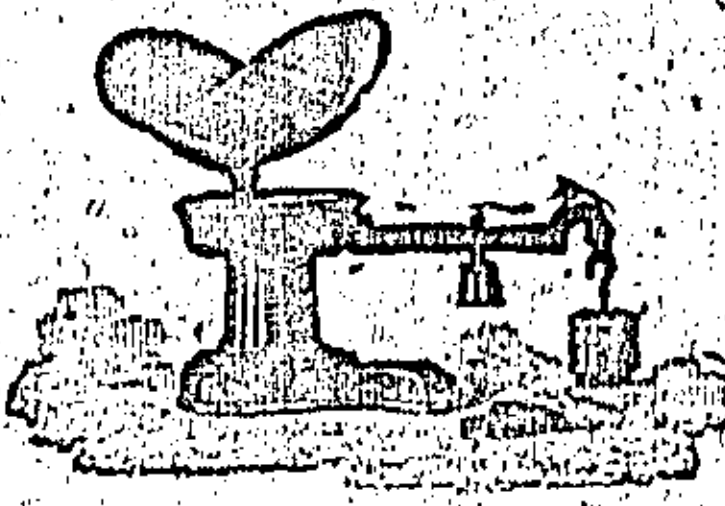
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Phone, 1186.

The Telegraph.

HONGKONG, 18th April, 1925.

HONGKONG'S TRADE POSITION.

On Thursday, we published some shipping figures showing that Hongkong occupied the proud position of second port of the world. We were then unable to give Shanghai's tonnage statistics, but these have since come to hand and they show that the total for entrances and clearances was 31,523,426 tons. Our assumption that Shanghai occupied a more lowly position than Hongkong is thus correct, for our own total for last year was 35,239,838 tons.

A reader who found the shipping statistics of much interest enquires how the various big world ports stand in the matter of volume of trade, as represented by import and export figures. We have been looking into the matter, and it would appear that so far as trade is concerned Hongkong occupies fourth place. As in shipping tonnage, so under this heading New York seems well established in leading position. The 1924 figures for this big American port are not available, but taking the latest on hand we find that its total of 264,038,000 is very considerably above that of any other port, even when contrasted with the last year's statistics of its nearest rivals. Returns for 1924 show London's volume of trade to be 257,995,902; Liverpool's, 253,990,145; Hongkong's, 213,500,000; and Manchester's, 204,095,116. For ports whose 1924 figures are not available, the latest figures published are:—Montreal, 212,000,000; Singapore, 210,186,212; Shanghai, 283,009,800; and San Francisco, 268,870,000. It will thus be seen that Hongkong occupies a very high place amongst the big trade centres of the world, which is quite understandable when we realise its role as the chief distributing centre for South China.

Last year, despite unsettled conditions, the Colony's import trade increased by over ten millions sterling. Exports, however, only rose by about two millions, this fact reflecting a big accumulation of goods in Hongkong which, by reason of political troubles in China, could not be moved. To-day, unhap-

pily, there is still very little movement of cargo from the Colony, and trade generally is very much in the doldrums as a consequence. But given a return to normality, there is every reason why Hongkong's position in the commercial world should be maintained, if not, indeed, materially improved upon.

The Volunteers.

The annual inspection of the Hongkong Volunteer Defence Corps saw a fine turnout of men who went through the movements on the parade ground with excellent precision, and gave an impression of smartness which augurs well for their continued keenness. To many of the assembled public, we expect, it came as something of a surprise to find that there is a large body of Volunteers here, and that it is well drilled. The Defence Corps is more heard of than seen, and its achievements are more useful than ornamental, which, of course, is as it should be. But the Corps showed yesterday evening that it can be ornamental as well, and that it is a capable force, which should form an invaluable addition to the regular troops in case of an emergency. All this, however, has been said before. What we are concerned with chiefly is the proof that was given at the inspection of the largely increased popularity of the Corps. Its numbers have grown to a most gratifying extent. Two years ago it numbered barely more than half the strength to-day. Last year we remarked on the vast improvement in this respect, and expressed the hope that 1925 would see many more eligibles serving in the Corps. There were 310 Volunteers last year and now there are 452. Those figures speak for themselves, but do not represent the maximum available by a long way. However, it is evident that the community has taken, and is taking, a greater interest in the Corps, and that it is obtaining far more support than before. This support, we are glad to note, is progressive. Men are still joining at a fair rate month by month. Every-thing promises well for 1926; in fact, if those who are now in the Volunteers continue this past season's keenness, and those who are not in the Defence Corps come forward to add their bit to the general effort, there is no reason why the turnout a year hence should not be as much an increase over yesterday's as yesterday's was over that of a year ago.

The R33.

There is more in the "adventure" which befel the British airship R33 than meets the eye in the mere cable news. When this airship was torn adrift and went sailing across the North Sea, there was naturally a great deal of anxiety as to its fate. But the main structure was undamaged, and the engines were still working, and there was a resolute crew aboard. Well, the public, not only in Britain but over the greater part of the world, have followed with the greatest interest the progress of this vessel, battling against the gale, but keeping always in touch by wireless with the home station. For one thing it is another proof of the invaluable aid rendered by radio, for in this case the ship could be directed as to the best course and the proper time to return. The next thing that the adventure showed was the capability of the British airship crew. Taken by surprise, and with possible disaster to face, they went through the ordeal splendidly, and worked their craft with the greatest credit, bringing it back safely to the base. But of chief interest to everyone will be the proof of the general advance made in lighter-than-air vessels. There are many people who do not think that airships will ever be of much practical use, and prophesy that they will prove more of an expense than anything else, with a big casualty list. Accidents are always possible, sometimes disastrous; but if any evidence were required as to the ability of a trained crew to navigate an airship under adverse circumstances, it has been given by the case of the R33. A more severe test could hardly have been devised, and we can congratulate ourselves on this British ship of the air coming successfully through its trying ordeal, a credit to everybody, and a feather in their cap for the particular Service concerned.

DAY BY DAY.

WE CANNOT DO EVIL TO OTHERS WITHOUT DOING IT TO OURSELVES.—Desmahis.

The opening of the K.O.C. lawn bowls season takes place this afternoon when rink games will commence at 3.30 p.m.

Meo Cheung and the Ming Yuen Studio both have for sale some excellent photographs of last night's Volunteer inspection.

It is notified that the names of Britto and Company, Limited, and of the Hung Hing Cheung Company, Limited, have been struck off the Register.

The following addition has been added to hawkers' licences. Licensees are only permitted to sell articles of such a nature as shall be specified in their licence.

Members of the St. George's Society are asked to make a point of being present when the Committee will, on April 23rd, at 12.45 p.m., lay a wreath on the Cenotaph.

Executing a search warrant in a house at Taiwan, Hunghom district, the police yesterday seized two revolvers and 22 rounds of ammunition, but made no arrests.

A car driven by Mr. P. C. Potts knocked down a Chinese at the junction of Lai-chikok Road and Shatin Road yesterday. The man was taken in the car to the Kwong Wah Hospital.

The Gazette notifies that a fee of \$15 will be charged by Government for each X-Ray examination performed at the Government Civil Hospital of patients sent by medical practitioners.

An armed robbery occurred in the central part of the town this morning, it being reported that No. 44B Lyndhurst Terrace was entered by a number of men who held up the inmates with revolvers and later escaped with jewellery and clothing, the value of which is unknown.

In a prosecution for cruelty to poultry, before Mr. S. B. B. McElderry at the Central Magistracy this morning, it was stated that between 14 and 17 birds were crammed into each of two baskets which had no room for more than six. A fine of \$3 was imposed on the defendant, a truck coolie.

The Chief Justice has appointed the Hon. Mr. C. McI. Messer, Estate Duty Commissioner under the Estate Duty Ordinance, 1915, to be a Commissioner to administer oaths and take declarations, affirmations, and attestations of honour in the Court, so long as he holds the said office of the Estate Duty Commissioner.

It is notified that Mr. R. S. W. Paterson, Engineer, Buildings Ordinance Office, has been deputed by His Excellency the Governor in Council to act on behalf of the Building Authority in all cases referred to in sections 205, 206, 207 and 207A of the Public Health and Buildings Ordinance, 1903, in connection with dangerous buildings.

Mr. V. N. B. Were, manager of the Kampong Kuantan Rubber Company, Kuala Selangor, charged at Kuala Selangor by the Rubber Restriction Department with making a false statutory declaration in respect of the assessment on Shola Estate, was last week convicted, and sentenced to one day's imprisonment in addition to a fine of \$1,000.

The Queen's Theatre is establishing for itself a reputation for the screening of first-class pictures, the latest example of which is "Camille," shown for the first time last night to a big audience. This film is remarkable for the wonderfully vivid acting of Nazimova, as well as for the altogether remarkably striking settings. No one should miss seeing it.

Amongst the passengers who left by the Empress of Australia yesterday were Sir Paul Chater, who leaves for six months' holiday, Mr. J. Scott Harston, Mrs. W. J. Hawker, Mr. R. D. Road, Mr. J. D. Humphreys, Mrs. W. Francis, Mrs. D. J. Lewis, Mr. and Mrs. John Macdonald, Mr. and Mrs. F. Thomson, Mr. and Mrs. D. P. Warren, Mr. H. P. White, Capt. Mrs. and Miss Birss, and Mr. and Mrs. Ezra Abraham.



Hats off, my hearties, to Mr. Otto Overbeck, who has invented an apparatus consisting of a box full of electricity and a couple of curry combs which will rejuvenate you while you wait. All you have to do, it appears, is to stimulate your scalp with Mr. Overbeck's combs, and in a very short time you develop so pronounced a Krushon feeling, that you want to rush out and fight Jack Dempsey with raw fists, tear the lamp-posts out by the roots, and throw the trams about.



Then, too, after a few applications of the treatment, bald-headed men find that their skulls have become retuffed; white-haired men that their tresses have resumed their natural hue; sparse-haired men that their allotments are flourishing luxuriantly in all directions.

Mr. Overbeck's theory is that the seat of all ills to which flesh is heir is the brain, and hence, if the brain be gingered up periodically, bodily ailments, including senility, need only exist for the future in bottles upon the shelves of our medical museums.

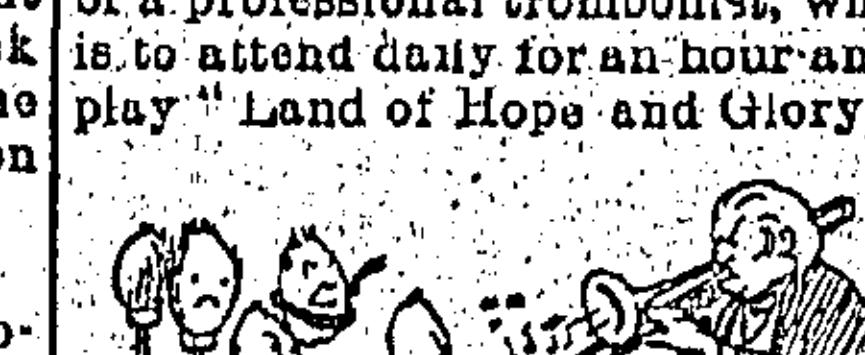
The pity of this, however, is that so few would-be patients seem to possess the necessary qualification for treatment.

Speaking on Domestic Economy at the West London Institute the other day, the lecturer concluded with the words "Blessed is the man who liveth within his income." But this is an easy task; the difficulty is to live without it.

RHYMES WITHOUT REASON,
There lived a fair damsel of
Bicester,
Whose fiance, so frequently
kicester,
That he wore off the skin
From her cheeks to her chin,
And gave her a terrible blice-
ter.

A dairymaid of Texarkana, Texas, I see, has been trying the effect of jazz music, rendered by a gramophone, on his cows; with the astonishing result that milk production has increased by at least a quart per cow per day. I don't pretend to be able to explain this phenomenon, nor even to hazard a guess as to where the extra milk comes from. Until I have had an opportunity of hearing the views of my learned friend, Prof. Barmion Crumplett, F.Z.S. (who, by the by, is very busy at present correcting the final proofs of his new book on "The Life and Habits of the Bottle-Nosed Jellyfish") I am content to accept the word of this simple Texarkana dairymaid.

In the meantime, however, I propose to conduct a little experiment of my own. I want to try the effect of music on accounts, and see if I can similarly stimulate their milk-producing properties. Unfortunately (being an honorary member of the "un-smiths' Labourers' Union"), I am not allowed to possess a gramophone; but I have got over that difficulty by engaging the services of a professional trombonist, who is to attend daily for an hour and play "Land of Hope and Glory."



to my coconuts. Then, if my experiment meets with success, I intend to buy a meringue from

the local confectioner's, hire a steam-organ from the nearest travelling circus, and see if I can't manage to double the quantity of cream.

Amongst recent publications I note a book entitled "The Legitimacy of Falsehood." I may add that it is not a rechristened edition of that justly famous work, "Every Man His Own Lawyer." I see that a prominent physician recommends opera singers to adopt a vegetarian diet as being more stimulating to the vocal chords. So next time we are constrained to hurl a turnip we shall have the satisfaction of knowing that we are helping a good cause.

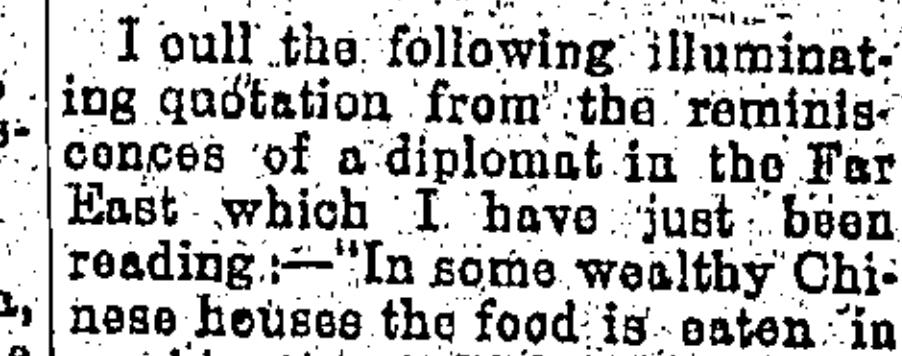
POETHOLOGY.
(suggested by Professor W. Scripture's assertion that poets are the victims of uncontrollable impulse.)

O, oftentimes you wonder,
What force incites us poet chaps
To burst forth into verse,
And pen ecstatic rhapsodies,
And long, lugubrious elegies,
Or, sometimes, even worse?

You think, maybe, for vulgar
peff
Each poet immolates himself
On Mammon's altar-fire?
Or piraps you generously con-
cede
That "Art for Art's sake" is
the creed
Which doth his nib inspire?

You're wrong! No thoughts of
wordly gain
No Art possess the poet's
brain!
The bald truth must be told:
Like him who flies to dope and
drink,
Poisons his wife with powdered
zinc,
And drowns the children in the
sink,
We poets act ('tis sad to think)
On impulse uncontrolled.

I cull the following illuminat-
ing quotation from the reminis-
cences of a diplomat in the Far
East which I have just been
reading:—"In some wealthy Chi-
nese houses the food is eaten in
combinations which seem incred-
ible to the temperate and sober
Englishman." All the same, I



shall continue to take my early
tea and toast in my purple
pyjamas with green stripes as
usual.

If the new radio regulations
come into force without any
amendment our national boast
that the Englishman's home is
his castle will have to join Queen
Anne, the dodo, the great auk,
and other notable "extincts."
The visits of the police will not
be confined to rabbit-pie days,
nor their presence to the kitchen.
They will be empowered to enter
one's house any hour of the day
or night, and search every nook
and cranny of it. And can't you
just imagine your feelings on be-
ing hauled out of bed at midnight
to explain to some obdurate
constable that the "aerial" which
has spotted in your back garden
is nothing more illegal than a
clothes-line, and that the saxo-
phone noise which he heard in
the street, apparently emanating
from a loud speaker on your pre-
mises, is merely the nasal ex-
halation of your slumbering
spouse—the only lawful loud-
speaker you will be permitted to
retain without the consent of the
Postmaster General!

A COLLISION.
Astoria, Oregon, April 17.
The American steamer Charles
R. McCormick and the Japanese
steamer Yoshida Maru Number
One, collided in the river here.
Both have "put in," seriously
damaged, their bows being stove
in.—Reuter's American Service.

THE "CANTON" RESUMES.
Port Said, April 17.
The motor vessel Canton has
left for Valencia.

The Canton was damaged in
collision with the Blue Funnel s.s.
Rhesus on April 11th.—Reuter.

SHIPPING CASUALTIES.

"SHIRE" VESSEL ASHORE.

London, April 17.

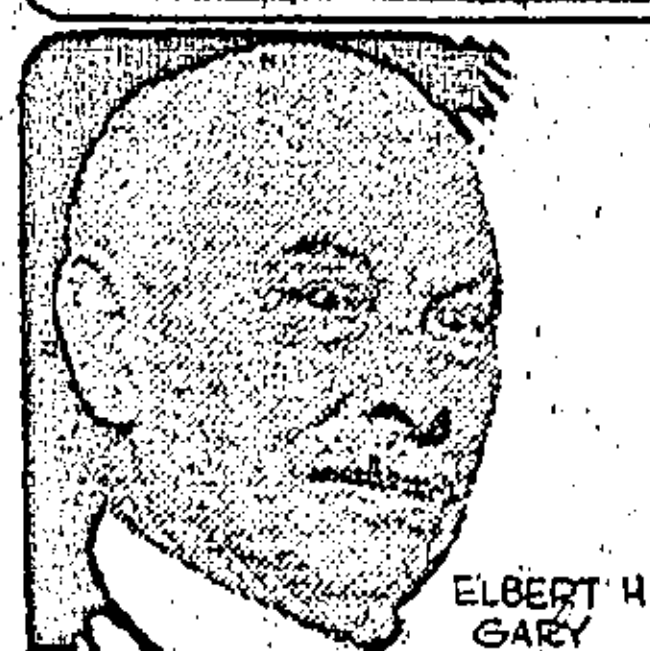
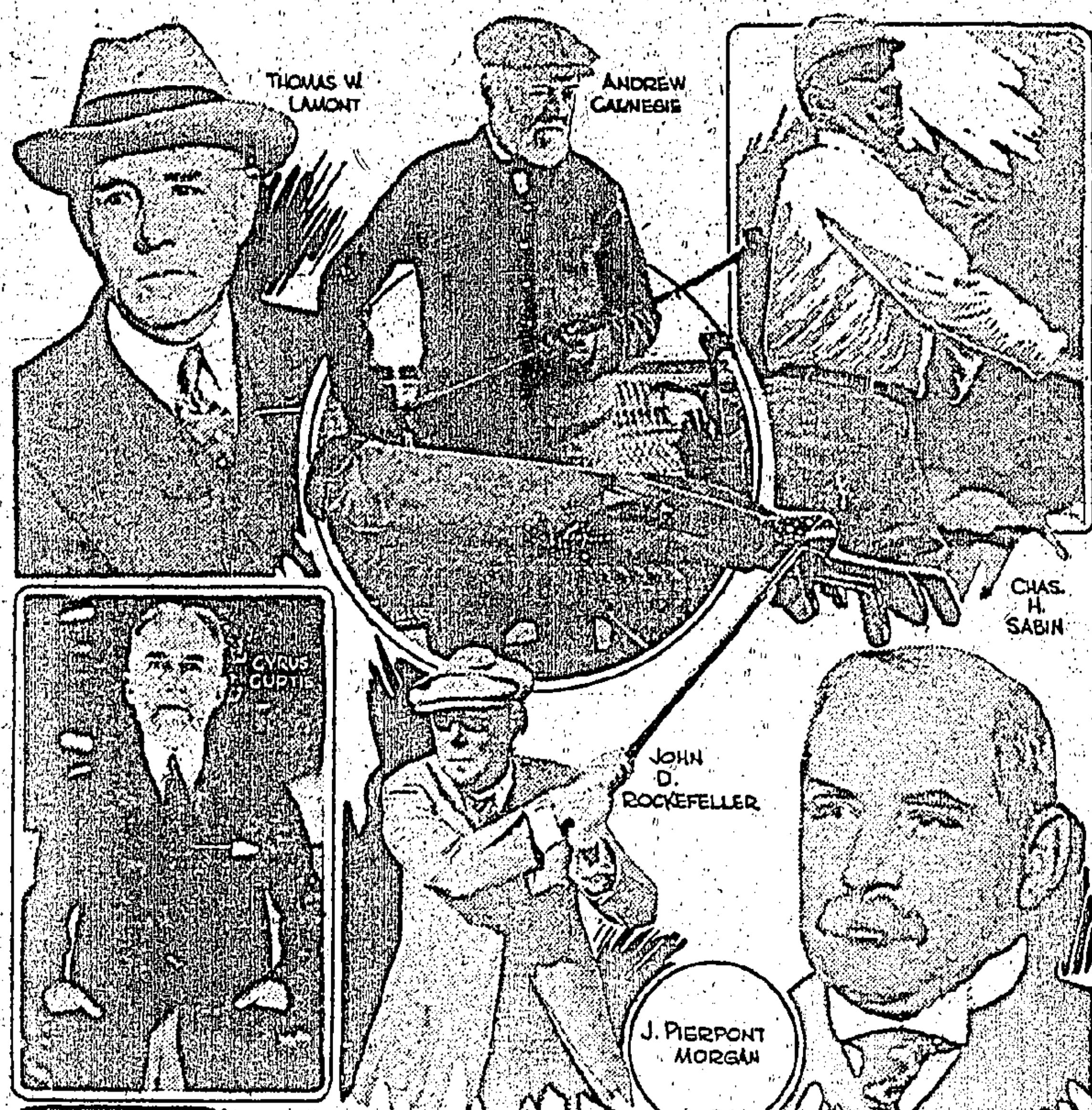
A message from Port Said says
the British steamer Carnarvon-
shire, bound from London to
Yokohama, is aground in the
Canal. Assistance has been sent
for unloading. The passage is
free.—Reuter.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 18th. APRIL, 1925.

AMERICA'S MILLIONAIRES.

Some Facts on How They Work and Play.



Stories of how America's richest men work and play are told in April *Hearst's International-Gossip* by B. C. Forbes, who has studied the habits of American millionaires. Mr. Forbes explodes many popular myths about men of wealth. For instance, he says John D. Rockefeller, the great oil king, at the age of eighty-five, is

a self-confessed loafer and, what's more, contrary to a general impression, Mr. Rockefeller, he says, can put away enough food to keep a ditch-digger going. Golf ranks first among the favourite recreations of business giants, says Mr. Forbes. Riding comes next. Third place probably should be given to shooting.

Yachting is gaining in popularity. Quite a number box. Some, but not many, wield garden spades and rakes. Very few play tennis. Most of them go in for motoring. On the whole, however, our business Trojans do not show much originality in the way of recreations.

Mr. Forbes gives Rockefeller's five rules for living and tells how America's leaders in capital and industry keep up their health.

"You would be astonished to know how many of the leading men at Washington are more or less sick," he quotes a prominent government official as saying: "The public has no idea how often matters of the greatest national importance are delayed at Washington simply because the heads of the departments who must give decisions have allowed themselves to get into poor shape and don't feel equal to battling with the work that keeps piling up before them."

Other men of whom Mr. Forbes tells are J. P. Morgan, Thos. W. Lamont, Daniel Guggenheim, Cyrus Curtis, Andrew Carnegie, Charles H. Sabin, Judge Gary, Frank W. Woolworth and others.

SPORTS PARS.

Interesting World Items.

The *Cricketer* gives interesting tables showing where cricket Blues come from. Eton, is an easy first with 159; then comes Harrow, with 115; and Winchester is third with 96.

"I have played cricket in Yorkshire and found it the most sporting county in England," R. H. Bettington, of Bart's Hospital Rugby team, who said this at the annual dinner of the Bradford Club, is a triple "blue" for Oxford University, having gained this distinction at Rugby, cricket and golf.

Dr. R. Cove Smith, the English international Rugby forward, made his debut as a public speaker on Sunday, March 28, in connection with the Bowspark Brotherhood, when he deliberated on footballers' services for and on behalf of charity.

It was 1880 when Wales and England first met at Rugby. The game took place at Blackheath, and England won by 56 points to nil. The teams met again three years later, when England were again victorious, at Swansea by 22 points to nil. The match then became annual fixture, but not until 1890 were the Welshmen victorious, when they beat England at Dunsbury by one try to nothing.

Bart Smith, the Hotspur half-back, made his 200th League appearance for the Spurs in a recent game with Sunderland at White Hart-lane, when he shared a joint benefit with Dimmock, Skinner and Brown. All four players joined the Spurs for season 1919-20. Dimmock has played in 190 League games and scored 31 goals, exclusive of the shot that won the Cup for the Hotspur in 1921.

A member of Scotland's greatest Rugby family, Mr. G. T. Neilson was 51 last month. Six Neilsons have played for their country, winning between them 38 caps, of which "G. T.'s" share was 14, a number equalled by "Willie" of that ilk, who was captain of Cambridge.

An interesting service was held in Perth Theatre under the auspices of the Perth Brotherhood. Robert Campbell, president of St Johnstone F.C., and vice-president of the Scottish Football Association, was in the chair. He was accompanied on the platform by a number of the St Johnstone directors and players and representatives from the various junior football clubs in the city. Peter Craigmyle, the well-known Scottish referee, in the course of his address, denounced gambling and the coupon system.

CATHOLIC HOLY YEAR.

Many Pilgrims from Canada and America.



ST. PETER'S IN ROME WHERE WORLD PILGRIMS WILL MEET.

CARDINAL BEGIN WHO SAILS ON THE MINNEBOSA FOR ROME.

Canadian response to the papal bull promulgating the "Holy Year Universal Jubilee" is, according to reports of transportation companies operating between this continent and Europe, assuming unexpected proportions. Canadian Pacific officials report that applications for accommodation on the S. S. "Minnedosa," chartered by a tour company to carry Holy Year pilgrims to Bordeaux this summer, are steadily pouring in from all over Canada and the United States and that the Canadian contingent will be accompanied by many distinguished members of the episcopate, clergy and religious orders. His Eminence, Cardinal Louis-Nazaire Beaudry, of Quebec, has signified his intention of sailing on the Minnedosa as have several other high dignitaries of his church in Canada.

The opening rites of Holy Year have already been performed and the papal bull, formally announcing its commencement and inviting Catholics the world over to assemble in Rome has been issued. The purposes of the great jubilee as set forth in the papal bull, are to live

the year in expiation of sin, and to achieve peace through the unity of all men in divine charity. The opportunity to assist in the impressive Pentecostal ceremonies and the special audience afforded them by His Holiness, Pope Pius XI, are powerful factors in the decision of many to visit the Holy City.

The Minnedosa sails from Montreal and Quebec on May 5th next, one of the first sailings of the St. Lawrence season for Bordeaux where the pilgrims will disembark and continue their journey by rail, stopping at Lourdes, Carcassonne, Marseilles, Nice and Genoa, en route to Rome. This vessel has

accommodation for seven hundred passengers and it is expected that she will carry a capacity passenger list. Although born in Levis, Quebec, in 1840, Cardinal Beaudry is well known in Rome and it was there in 1865, that the present head of the Roman Catholic church in Canada was ordained to the priesthood. In 1888, he was created bishop of Chicoutimi and, in another three years, Archbishop of Quebec and coadjutor of His Eminence, Cardinal Taschereau. In 1894 he took over the administration of the diocese of Quebec, being elevated to the cardinalate in 1914.

PRICES OF SPORTS REQUISITES.

SPIKED RUNNING SHOES. \$7.50 & \$11.50	GUT PRESERVER. 75 cents.	SANDOW'S DEVELOPERS. \$12.75
HYDRAULIC ROWING EXERCISERS. \$175.00	MACKINTOSH RACKET COVERS. 60 cents.	TENNIS COURT TAPES. \$27.50 set.
ELASTIC ANKLETS & KNEECAPS. \$2.00 each.	STRONG RACKET PRESSES. \$1.75	SLAZENGER'S SHUTTLE COCKS. \$9.00 doz.
DOUBLE END PUNCH BALLS. \$21.00	AYRE'S TENNIS BALLS. \$12.00 doz.	PRACTICE GOLF BALLS. \$2.25 & \$7.50
BEST HICKORY SHAFTS. \$3.00 each.	HOBBIE'S STEEL RACKETS. \$10.50	LEATHER DICE CUPS. \$1.75
LET US RESTRING YOUR RACKET.	WE ALLOW 5% DISCOUNT FOR CASH.	ASK OUR PRICES BEFORE BUYING ELSEWHERE.

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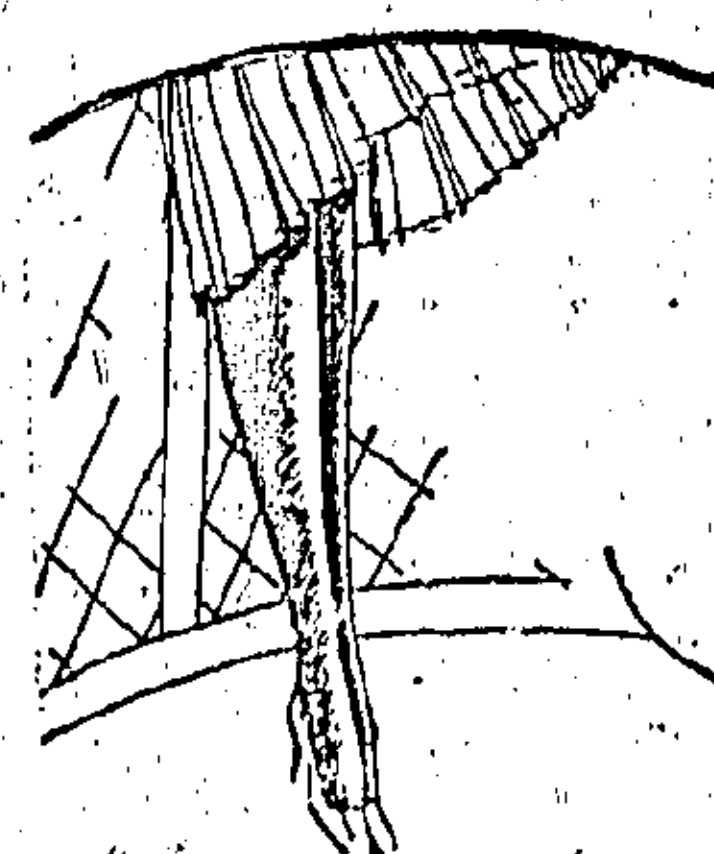
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HONG KONG 1925.

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Radio Notes & News.

Study Of Typhoons In Relation To Atmospherics.

"L'Onde Electrique" (Paris) has published a most interesting and important article from the pen of the Rev. Father E. Gherzi, Assistant Director of Siccawei Observatory, on the subject of "Radiogoniometric Researches on the Progress of Typhoons, etc." from which we (says *Shipping and Engineering*) have translated the following extracts. The article provides yet another proof (though none such is needed) of the very high degree of efficiency obtaining at Siccawei Observatory and of the unflagging interest and labour which Father Froc, Father Gherzi and their capable staff bring to bear in their voluntary and unremitting efforts on behalf of the navigator in the Far East. To the staff of Siccawei Observatory is due a debt of thanks which nothing can ever adequately repay.

In this article we are going to submit the results of a series of researches made at the Siccawei Observatory from June to October, 1923, to the end of studying the connection between the atmospheric and the movement of typhoons. Having verified the conclusions of Kothe and Lacoste on the subject of the continental depressions and summer storms we have applied the same methods to the cyclonic centres of typhoons in order to see if they also could be traced and followed with a frame aerial. We considered this to be of interest because we had already, by working with an aerial to record a remarkable decrease in the atmospheric discharges during the approach of the typhoon centres. The charts that we have been able to draw up, thanks to M. Macari, director of the Shanghai Wireless Station, had already demonstrated that a typhoon did not disturb in the least the receiving of the Croix d'Hins, even when the typhoon centre was very near to us. The statements of the operators who have been working on the reduced wave length of 600 metres were repeated also for the full wave length of 1.7. The setting up, in the observatory, of a large frame aerial with powerful receivers opened a new and safer way to complete our research. It is possible to discover and to follow a typhoon in its trajectory in finding the region from whence the greatest number of atmospheric seems to come, as is practised in Europe and here during the continental depressions and summer storms? This is the problem we have tried to solve.

THE METHOD EXPLAINED.

First, a few words on our method of using the frame aerial. In order to avoid to be confined in these experiments to one wave length, we have used, as an amplifier the well-known apparatus with eight lamps, the BR8. This apparatus, especially well-suited to receiving on frame has the advantage of not possessing any special wave-length, and gives results nearly uniform from 1,000 metres to 30,000 metres. We found the perturbing centre by determining the position for which there were at the receiving place the minimum of atmospheric during an interval of several minutes; the frame was turned several times and the measuring was repeated in case it was not clear enough. The region at right angles to the one of extinction was discovered to be the region of the maximum. We must also add that our installation is such that on turning the frame it is not possible from the room to see its position in regard to the geographic north. We wanted to avoid, in so doing, any possibility of auto-suggestion in doubtful cases and in successive measurements. We have limited ourselves to research concerning the position of the typhoon centre following the sixteen directions of the compass-card, as it is very seldom possible to ascertain with approximation the point whence more atmospheric are coming. Our research includes eleven typhoons of which some passed very near to us, and it has been possible to follow them on our chart with sufficient approximation as to leave no doubt regarding their position on one of the sixteen principal directions of the compass.

During the typhoon season of 1923 we were not able to find the position of the centre of the storm

nor to follow its course. We have already said that in the winter as in the spring we had been able to follow the non-typhoonic but cyclonic centres in their progress on land and sea. In this case, as in the case of the depressions, the storms in the east or south-east sectors of the vortex are common enough while these electric phenomena are, on the contrary, rather unusual in typhoons proper. This would already point to a cause of our non-success. On the other hand, as remarked by Rothe, the rain is often accompanied by crackling in the depressions. Why, in typhoons, which bring real diuvian rains, are these cracklings, or other parasites absent? Our researches, working with a frame are corroborated by the experiences of MM. Filippetti and Poulet, operators of the Koukaza Station at Shanghai. Their wave length extends between 600 metres and 1,200 metres for the reception of the damped waves. Their reports state clearly that receiving is considerably improved by the passage of a typhoon in the vicinity of the station. We considered then that the experiences of the vessels which had been caught in a typhoon would confirm these statements, which might seem extraordinary to those accustomed to the European regions, or to the operators of vessels on the Atlantic.

TWO LOCAL CASES.

We have therefore chosen two very clear cases where the ship has certainly been in the centre of a typhoon. First the case of the Empress of Russia. The chief operator of the vessel states that, when 200 miles from the typhoon, the atmospheric made themselves felt, though moderately, and the journal kept by the operator bears the conventional abbreviation, 2 R. N. However, as soon as the ship was in the typhoon zone the receiving became much improved and the wireless message that we sent urgently to the Commander through the Shanghai station was easily received. At this time, 8.15 p.m., the ship was under the hurricane and following our message headed towards the south, in order to escape the vortex which was advancing towards the N.W. The second case concerns the Lloyd-Triestino s.s. Trieste, in connection with the typhoon that passed near to Shanghai on August 24 and 25, 1923. The boat was coming from Japan to Shanghai, and owing to the presence of a reef on its port side could not head towards the S.E. as the Empress of Asia had done (she, too, was coming from Kobe). After some hours of battling with the storm, the ship was literally adrift in the typhoon and for six long hours it was impossible to ascertain direction. Fortunately, she eventually got free and reached port. During the time of distress the wireless operator had not left his post, and he wrote in his report: "The receiving has been excellent all the time; no discharge has been remarked." Even supposing that the uneasiness and the feeling that the safety of the ship was depending in great part on the wireless operator, and that he may, in some manner, have forgotten small difficulties in receiving, which maybe would have referred to on a more quiet voyage, it is, however, probable that really strong discharge would have been mentioned. On this occasion, we sent the estimated position of the typhoon in a message that was very well received by the ship's wireless, and encouraged the master to continue, during those six long hours, the manoeuvre which was commenced before the receipt of our telegram.

These two testimonies, together with the results obtained here in Shanghai, seem then to prove enough that the typhoon, contrary to the cyclone of continental origin, or, more correctly coming from a zone at the north of the tropics, does not contain a centre producing electric discharges enabling its progress to be followed. How can this difference of electric activity in the two atmospheric regions equally cyclonic be explained? The theory of M. Bureau seems well to explain the facts: The mingling of the polar air with the equatorial air, which seems to con-

stitute the original depression of the zones behind the tropics, cannot be found in the vortex of the typhoon. Only observations based on aerial soundings executed on the stratum of the typhoon could show if the section of the vortex is similar to that of one of the extra-tropical storms. Those results are wanting, and they will be very difficult to obtain, in view of the extreme violence of these meteors. The fact the air, that is to say the high strata of the atmosphere, do not seem to be touched by the apex of the typhoonic whirl is the only data that seems to exclude the mingling of the two kinds of air in the typhoon.

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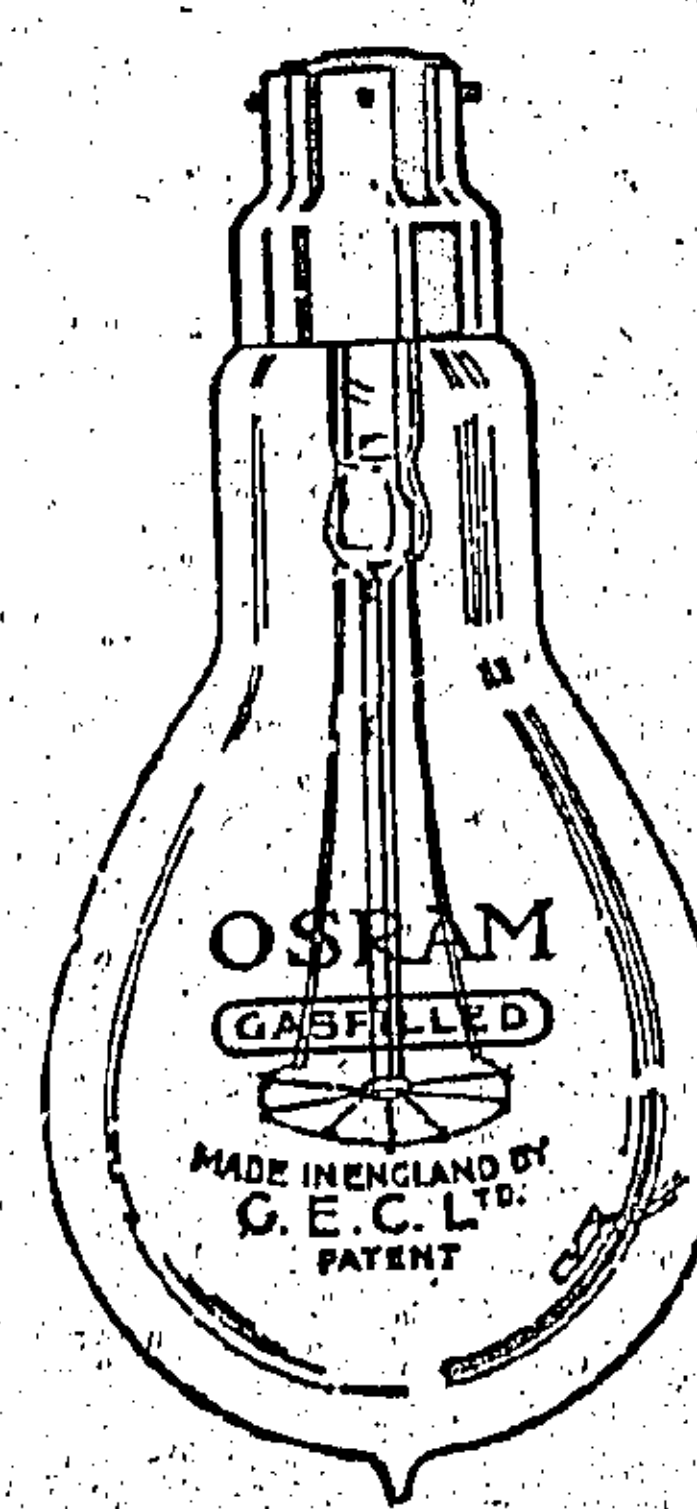
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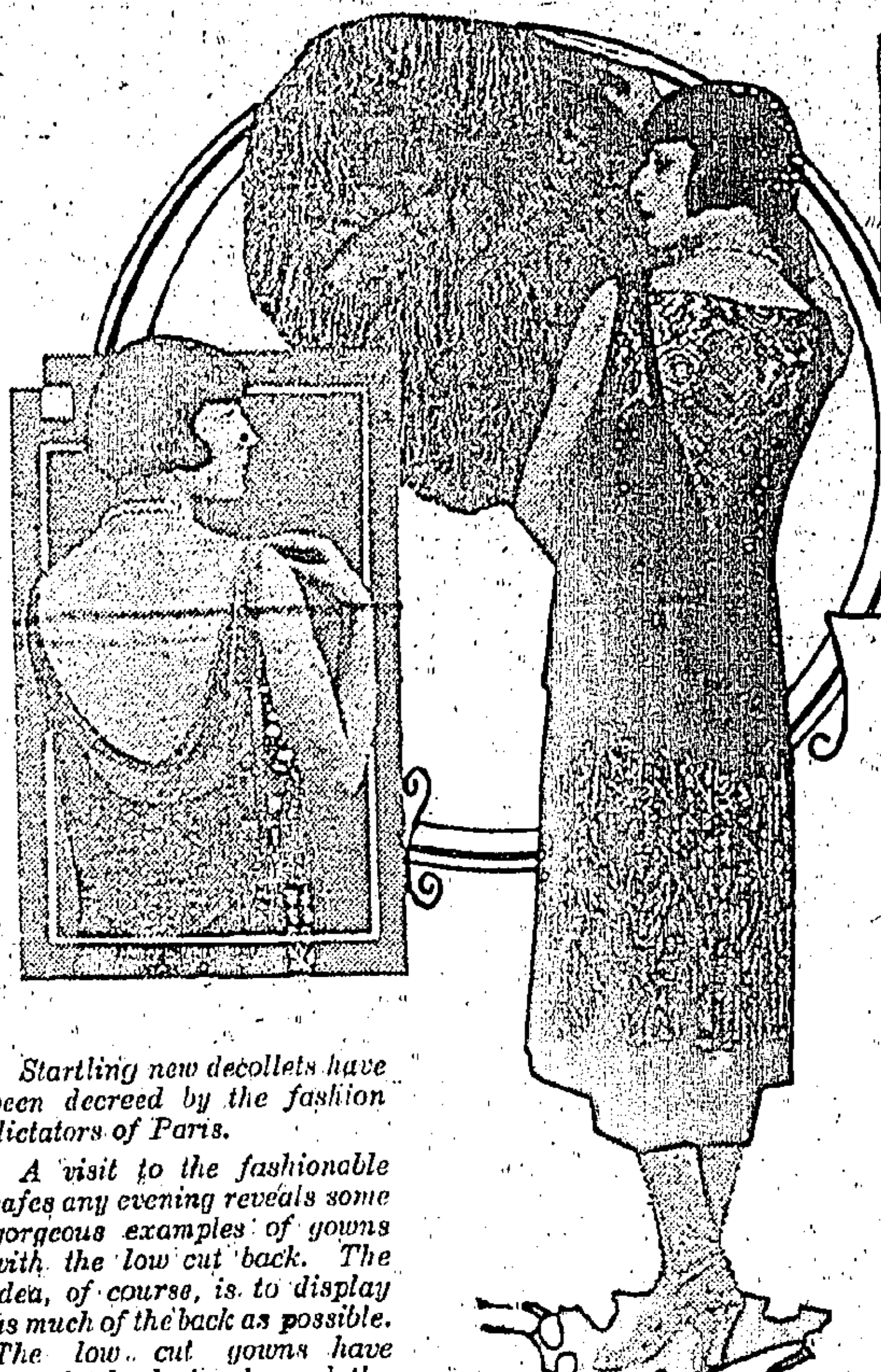
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Startling new decolletés have been decreed by the fashion dictators of Paris.

A visit to the fashionable cafes any evening reveals some gorgeous examples of gowns with the low cut back. The idea, of course, is to display as much of the back as possible. The low cut gowns have brought back jewels and the



season is to be one of the beautiful, soft-tinted pearls. Specially designed strings to be worn down the back are new and chic.

One designer, after cutting away the back of the gown pictured at the left, draped a slip of gold over the beautiful new rosewood shade. The slip is starred with tiny gold beads.

In the centre is shown a charming V-shaped decolleté. The back is covered with a thin black lace creation.

The decolleté at the right is called the "Bolero," a creation by a Russian designer.

THIS WEEK'S RECIPE.

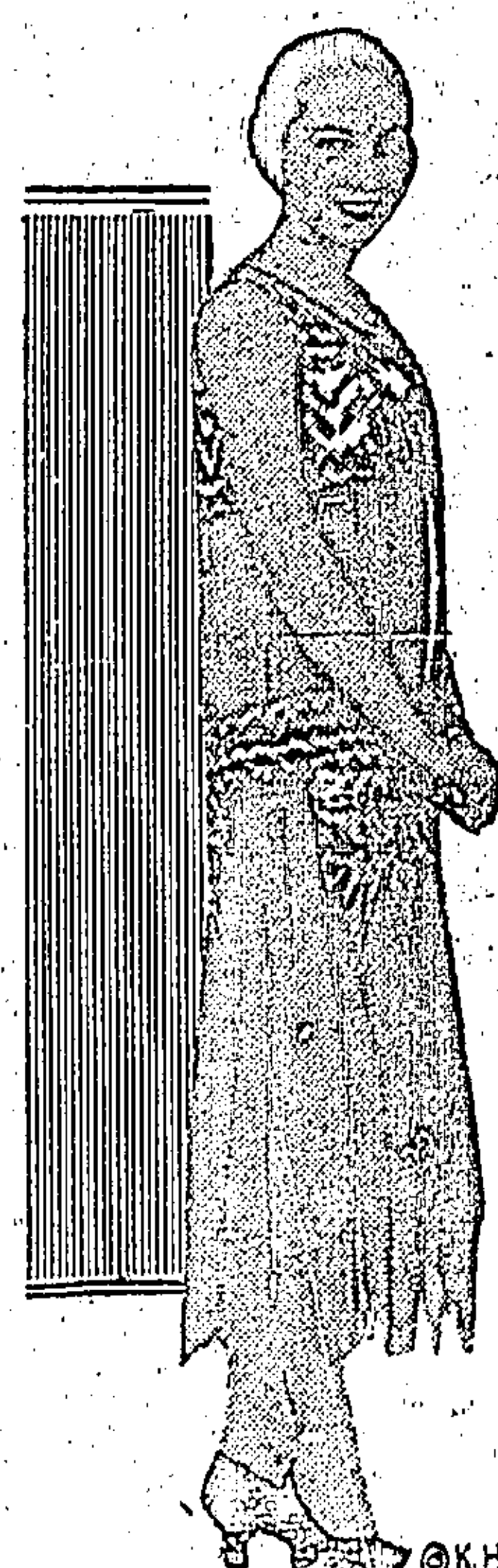
MAPLE MOUSSE.

One and one-fourth cups maple syrup, 1 pint whipping cream, whites 3 eggs, few grains salt.

Beat eggs on a platter with a wire whisk until stiff and dry. Boil the syrup two minutes and beat into whites. Whip cream until stiff. Fold first mixture into whipped cream and turn into a mold. Pack in four parts ice to one part salt and let stand three or four hours. This mixture should not be stirred while freezing.

These proportions will serve eight persons.

HANDKERCHIEF POINTS.



Fashion is fickle, no doubt, but she does remain true to handkerchief points on dancing frocks. Undoubtedly, they make the most flattering hemline there is, which is excuse enough for her constancy. Crystal beads and silver embroidery also embellish this lovely Nile green creation and give it a moonlight effect.

NOTES FROM PARIS.

The cut of the new spring skirts is most quaint and becoming. All of them are flat at the back and full in some way in the front, and it is in the manner in which this flare is achieved that makes or mars the effect of the skirt.

A simple way is to pleat all or part of the front width; another is to form this into one big inverted box pleat; another, the most difficult of all, is to give this a circular cut so that extra width is added. All these skirts, of course, are two-piece affairs, and the fullness begins from the side seams.

CHIFFON FLOWERS.
Chiffon flowers are going to be one of the surprises of the spring fashions. Flowers made of delicate mousseline de soie, the material prepared in such a way as to stiffen it, are among the floral novelties which will be offered.

Long, wide scarves of mousseline de soie will be trimmed with row upon row of mousseline de soie petals. Other scarves of this kind are trimmed with great roses, water lilies or chrysanthemums made of mousseline de soie and sewn on to the ends of the scarf. To match such dainty accessories, there are sunshades made of mousseline de soie and trimmed either with petals or blooms.

One particularly effective set noticed was in crimson mousseline de soie, and both scarf and sunshade were trimmed with poppy petals in the same shade of red, and made of the same material. The handle of the sunshade was of crimson galalith.

FLOWERS OF KID AND SUEDE.
For the evening corsege bloom there is an orchid tipped at the edges with silver frost, so that, under the blaze of electric light, the effect is that of a dew-tipped flower.

More severe in effect are the camellias and gardenias made of soft kid and suede, and painted silver or gold. Also severe, although exceedingly smart for wear on long coats and tailor-mades, are the camellias made of crepe material. In bright or dull red, with just one or two leaves as a background, they look most effective. Another floral novelty of the season are the blooms made of a mixture of panne velvet and chiffon.

TO-DAY'S BEAUTY NOTE.

When you wish your teeth to look specially white and shining, try cleaning them with bicarbonate of soda mixed with lemon juice. Do not use this mixture too often: once a week is enough. If the gums need hardening brush them with warm water containing a few drops of tincture of myrrh.



Fernand de Beaumont has been declared the most beautiful woman of the French state. She won over thousands of entries in a theatrical beauty contest. Mlle. de Beaumont is a blond with brown eyes.

NOVELTY LUXURIES.

Circular apple-cutters in solid silver or silver plate which at once remove the core and cut the apple into perfect sections.

Grape-fruit holders in the form of silver-plated cups and saucers complete with spoons. The wide-mouthed cups have slender stems and are most attractive.

Chinese lacquer clocks in wonderful reds and blues and gold. Also clocks which are actually framed pictures—the delicate hands move across a presentation of some classic subject.

Fob watches which are worn suspended from the breast pocket of tailor-mades are sometimes made to match the wearer's earrings. Diamonds and onyx are a fashionable combination. But they are also made in blue or violet, or rose-pink enamel, attached to a strap of velvet, of the same hue.

A beautiful little pendant watch was of diamonds, Japanese coral and black onyx: it was cone-shaped and slung on a gold chain.

"Shaded" chain bags, orange and purple tones on gold being specially noticeable, are charming novelties.

Writing cases, cigarettes boxes and other articles are made from shagreen and ivory. Shagreen appears in green and rose-colour and is also much used for the handles of umbrellas.

"PIERRETTE" GARTERS.

Here is an idea for the girl who likes to fashion dainty novelties for her underwear, or to fill the counter of some charity bazaar.

Make a pair of garters by shirring black satin ribbon on to a round of elastic. Then for decorating them, take a scrap of silk, form it into the shape of a face over a piece of padded cardboard, adding the necessary features with the aid of a paint brush. Make two of these "buttons," adding a tiny wig made from very fine white wool, and round the necks of both a ruffle of white net finished off with a black bow.

THE ALTERED NECKLINE.

The pearl necklace is undergoing a change which has been rendered necessary by the alteration in the neckline of most of the new spring models which show a V neck. With a round, square, or bateau neck-line predominating, a short string of pearls could be worn, but with this new and longer line, the string has to be lengthened also. A favourite idea will be to twist the string once round the throat so that it clasps this tightly, and then to let the remainder of the beads hang down below the waist. Another way will be to knot the string just at the point where the V decolletage ends. Another, to twist the string round the throat and let the remainder hang down the back, either loose or knotted.

Although coloured pearls are still the vogue, there is a reaction growing in favour of strings of pearls interspersed with cut or coloured fancy beads. Another favourite whim is to string large and small pearls together.

THE CULT OF THE SWEATER.

It is a fact that the masculine sweater has come to be considered as much a garment for wear by women as crinolines were at the beginning of last century. Through a succession of evolutions it has now emerged in the daintiest possible models. For sports wear, sweaters are made of a fine white wool, and usually they are mixed with crepe de Chine or other fabric to add a feminine note. A white jersey slit down the front will show this bound with red crepe de Chine and collar and cuffs of the same added.

Another sweater will be carried out in the same way in red wool or red jersey and the crepe de Chine. Most models are slit down the front, but a few are pulled on over the head, and show a collar that rolls up under the ears. Some sweaters combine the possibility of both effects by having a slit front that is fitted with a row of tiny buttons, so that the garment can be worn either open or closed.

LOOKING AHEAD: ONE-POCKET COATS MIGHT HELP.

HOW MUCH LONGER ARE YOU MEN GOING TO EMPARRASS US WOMEN WITH SITUATIONS OF THIS KIND?



— EVERY TIME WE GO TO THE SHOW —



NOW HERE'S A SOLUTION DESIGNED BY NEW (US WOMEN) THE "ONE-POCKET" OUTFIT FOR OUR MUTUAL BENEFIT

— AND EVERY TIME WE GET MARRIED —

"YES, DEAR— AS I PUT ON MY POCKET"

"ARE YOU READY, GEORGE?"

— AND WE'LL ALL LIVE HAPPILY EVER AFTER —

OUR EVENING WRAPS.

Lame brocade continues to be the material most favoured for evening wraps, and fur continues to be the means most favoured for trimming them. The shape of the new evening coats is very much the same as it has been for the past couple of seasons, except that it is inclined to flare out more about the knees and some models show a yoke. These yokes are generally made of another material—satin or velvet for preference, and the roll or pleated collar that finishes them follows suit.

The large square sleeve finish at the cuff with a band of fur is the style which is predominating, although some models are showing a smaller, coat-like sleeve. As to trimming, fur despite the fact that these coats are destined for wear during the spring and summer months, is to be seen on most models. Others are finished with bands of the material shirred, rucked and pleated in a variety of ways, or else bands of ostrich feather trimming. The latest idea with this is to put it on, not with the tips drooping downwards, but with these curled and standing up so that they bend over like bunches of top-heavy little flowers.

There is a new silk material just launched which is woven in such a way that it produces the effect of a woollen crepe, but it is just as silken as the lightest of crepe de Chine. This new fabric is being made up into light coats and practical tailor-mades for spring wear, for it is light, durable and beautiful. It also looks well made up into jumper blouses for wear over a pleated skirt made of some darker material to tone.

TO-DAY'S BEAUTY NOTE.

Do you know that, when you massage your hair with oil, it will be ever so much more effective if you warm the oil beforehand? It takes only a few moments in a tiny saucepan, and the heat enables the oil to penetrate to the roots of the hair and nourish them, when otherwise it would probably remain on the scalp. If your hair is dry, you should give it this massage regularly twice a week in summertime, for it is particularly needed in dry and dusty weather. It will not make the hair look greasy if you are careful to take only a little oil on the finger-tips and work it well into the long hair.

SUEDE COATS.

The light coats which are always such a welcome feature of the wardrobe are being fashioned in a host of original and attractive materials, amongst which suede and kid are quite common. The coats of these materials have a design of the leather cut out showing a coloured foundation. One in beige suede was "cut out" over a foundation of plain brule crepe de Chine; another in white kid, was placed over a foundation of almond green and was designed for wear over a white crepe de Chine frock; another in black suede, was thrown into relief by a crimson crepe de Chine foundation.

Although unusual, these leathers are by no means the most original, for the latest idea is the snake-skin coat to match the snake-skin shoes, bag and belt. Coats made of this original fabric are trimmed with fur or both.

MILLINERY FLOWERS.

Flowers will be the favourite millinery trimming this spring. There will be a perfect riot of flowers. Many of the small hats show crowns made entirely of flowers—small roses, daisies, primroses and snowdrops, and the like. Many of the large-brimmed hats also boast crowns that are more like a giant pin cushion of flowers than anything else, although the majority are merely trimmed with great clusters of flowers perched at the side and rippling down over the brim. The helmet hat that was such a success last season is being carried out in the spring hats, but instead of the ridges that cross over the crown of the hat from ear to ear being made of stiff ribbon, or of the same straw as the hat, they are made of loops of flowers. Stock petals bunched tightly together are being used a lot in this way on helmet hats that are carried out in the popular violin shade. Sometimes the floral loop will be caught right on top with a saucy bow of ribbon.

FASHION NOTES.

A striking dress silk has large red popples scattered on a ground of white crepe de Chine with wide black stripes.

Beige crepe de Chine is growing in favour for three-piece costumes and is actually rivaling white.

A PAGE FOR THE KIDDIES.

ALSEMAN SAM

Dawgonit—They Sound the Same

BY SWAN



Lassitude

is a sure sign of a weakened system. Build up strength now—before serious illness has a chance to grip you. Ask for

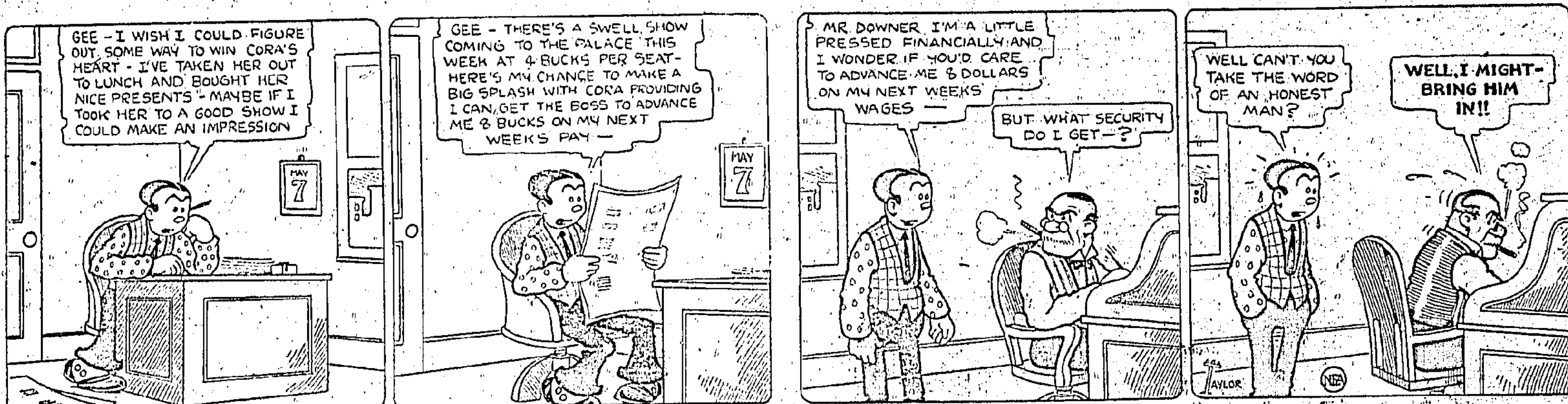


Scott's Emulsion
It brings health to all.

MOON POP

The Boss Knows Face Value

By Taylor



FUNNY STORIES.

THE PLOT THICKENS

Martin—What makes the plot thicken?
Marriot—A few stirring scenes.
—Answers.

PUZZLING, TOO.
The Boy—Papa, why did you marry mama?
The Father—Hello, my boy, is it beginning to puzzle you also?
—Answers.

FEMININE FOR EARL
"What is the feminine for earl?"
"Well—it is usually heiress."
—Pitt Panther.

MILLIONAIRE THRIFT
"At the house party I mistook a celebrated millionaire for a butler and tipped him a dollar. Afterwards we had a good laugh over the affair."
"A whimsical episode to be sure."
"Yes, but he never handed back the dollar."—Louisville Courier-Journal.

WELL MARRIED
Ethlyn—Did she marry well?
Methlyn—Listen, dearie! She has two chauffeurs—one for driving and one for courting.—Life.

A REAL OPTIMIST.
"What's an optimist?"
"A man who carries a cork-screw!"—Kasper, Stockholm.

NO SPEED LAW THERE.
A guest in a small restaurant cried angrily to the only waiter in the place: "Hi, waiter, how much longer must I wait?"
"Pardon me, sir, but I have only been here two days!"
"Oh, indeed, then I must have given my order to your predecessor!"—Fliegende Blaetter, Munich.

NO SETTING SUN.
"Now, children, can any of you tell me why the sun never sets on the British empire?"
"Please, teacher, because we cannot be trusted in the dark."—Tit-Bits.

A BAD SHOT.
"Yes," said the teacher, "we have several plants and flowers named with the prefix 'dog.' Of course, the 'dog-rose' and 'dog-violet' are well known to you all. Can any of you tell me others?"
For some seconds the class remained dumb. Then a bright idea illuminated the face of an urchin, and up went his hand.

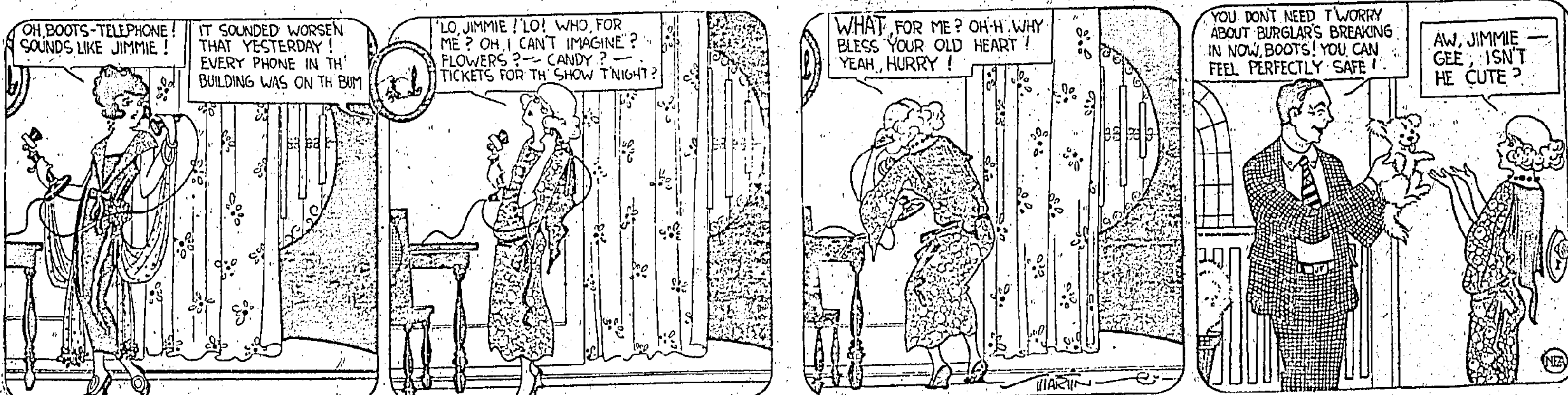
"Collie flowers, miss!"—London Weekly Telegraph

TIME.
Friend (refusing to laugh)—I heard that joke six months ago.
Comedian (tarty)—Well, you ought to see it by now.—Judge.

BOOTS AND HER BUDDIES

A New Arrival

By Martin



WASHINGTON TUBBS II

By Crane.



FRECKLES AND HIS FRIENDS

He Has Them for This Purpose

BY BLOSSER

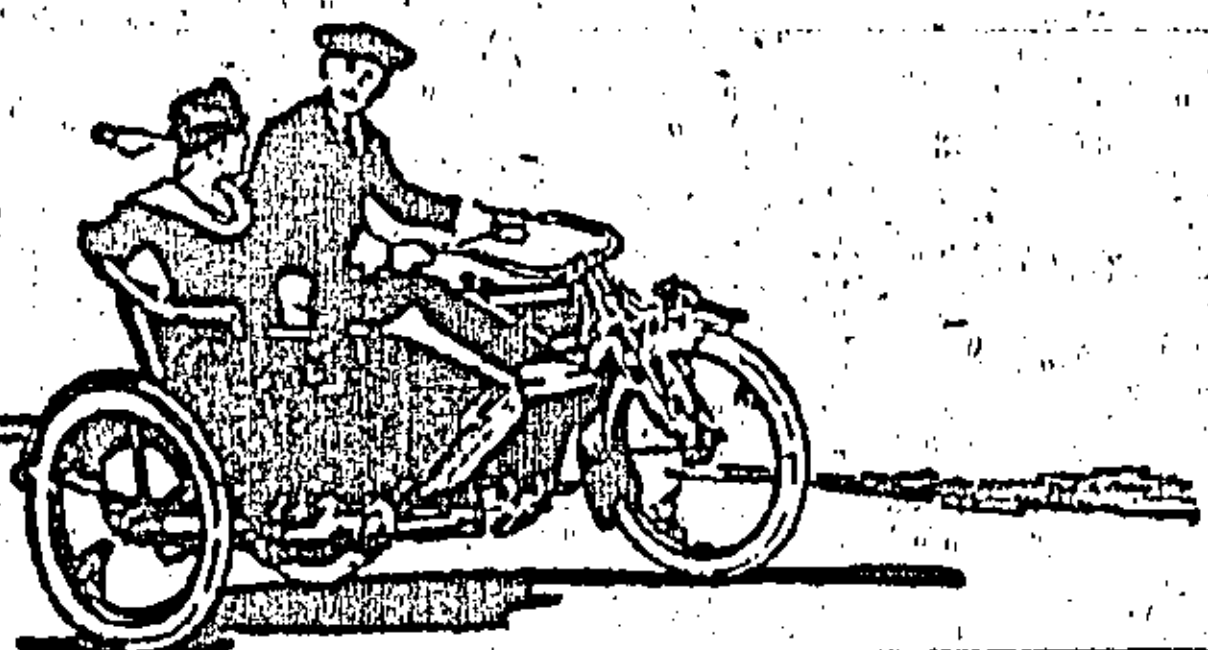


DRINK
MALTED
MILK



BE SURE
IT'S
NESTLE'S

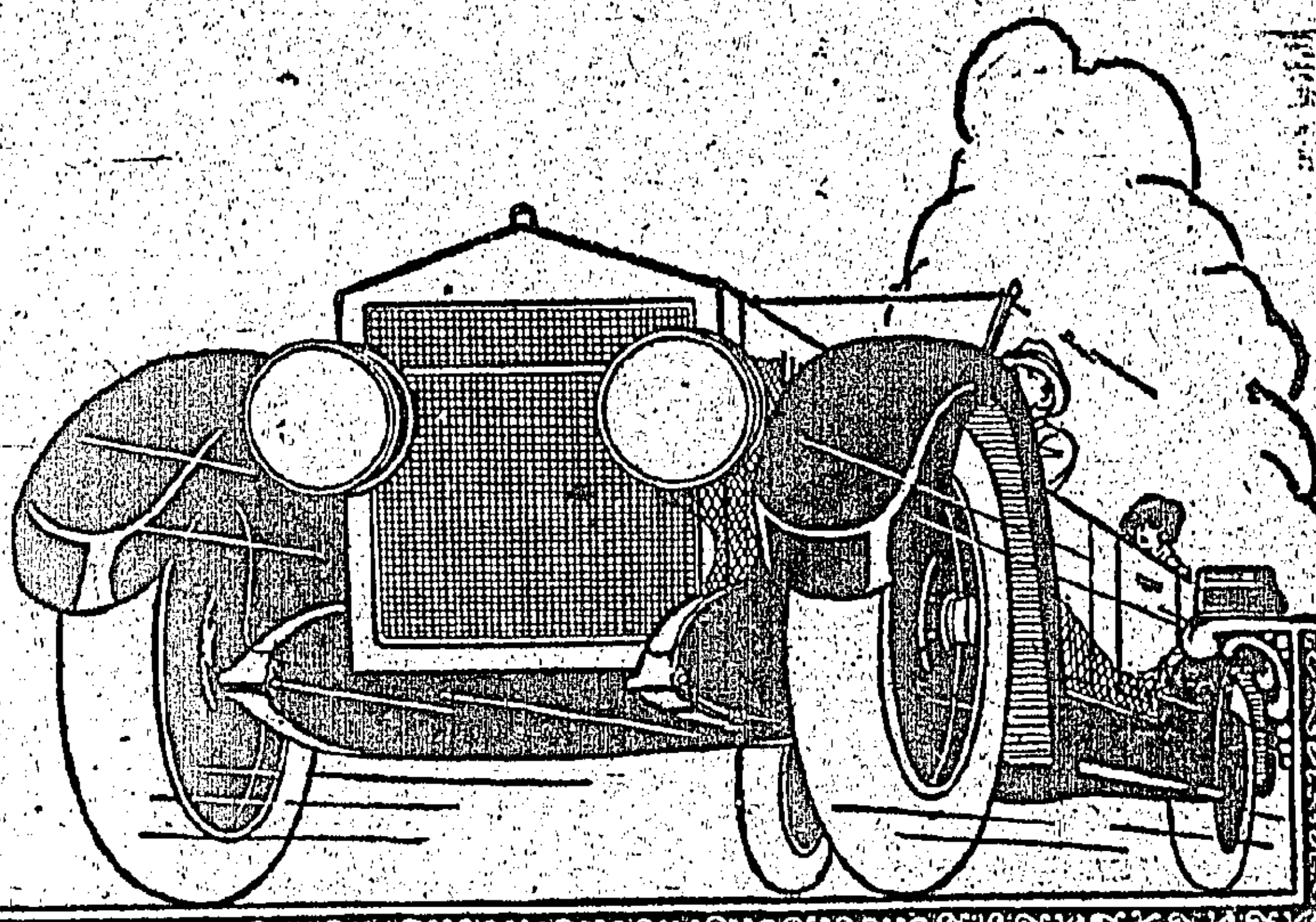
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.

SATURDAY, 18th April, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

We understand that the Traffic Department intends erecting route indicators in the vicinity of Kowloon Ferry in order to assist people who make use of the various motor bus services. The idea is an excellent one, and will no doubt tend to lessen the confusion which exists when strangers are endeavouring to ascertain which bus they should take for a particular destination. It is intended that all buses will carry an identification number, so that it will greatly simplify matters to be able to consult an indicator which gives such necessary information. These indicators will be illuminated at night.

Apocryphal the Kowloon motor buses. Some of the conductors make themselves quite objectionable in touting for fares. This practice is prohibited in most districts at home and we should like to see it stopped in Kowloon. When the indicator boards are erected, there will be no excuse whatever for raising pandemonium and we have no doubt but what our Traffic authorities will take suitable action.

If these indicators prove successful, and there is every reason to believe that they will, others will be erected at all points where it is considered that direction information is necessary.

Another Kowloon innovation which is to be commended and which we imagine, will be appreciated by all motorists, is the painting white of the bases of the lamp standards which are erected along the centre of Nathan Road. Although it cannot be said that serious accidents have occurred as a result of these central standards, there nevertheless exists a danger of motor cars colliding with them, especially after a driver has passed through Gascoigne and Coronation Roads which are lighted by suspended lamps attached to a cable running across the road from standards on the roadside. Upon entering Nathan Road, it would not be surprising to hear of a motor car meeting with disaster after just having a clear run with the centre of the road free of any obstruction such as caused by these standards. The very act of dimming might easily account for such accident. Now however, the white base of every standard should give ample warning.

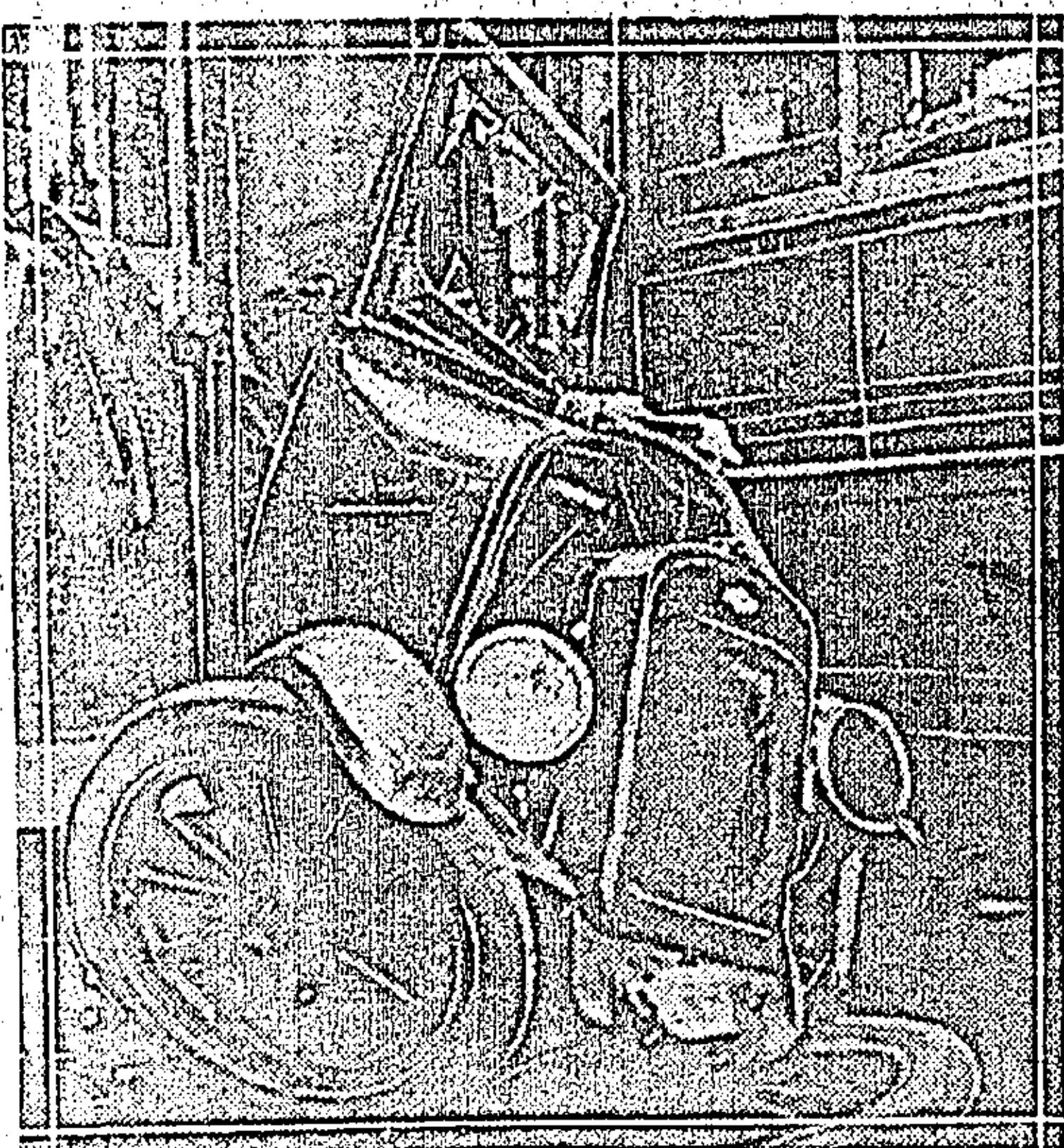
Another famous British light car has now extended its agency territory to Hongkong, and it will doubtless not be long before it claims a due share of popularity in this Colony. It is none other than the sturdy little "Jowett" which claimed such a large number of records in the British Isles and on the Continent last year.

Fifteen years ago the Jowett was put into production after being on the road in experimental form for nearly four years. Since then, a steady progress has been recorded which has burst out into universal praise and popularity wherever it has been introduced. For some years past this excellent example of British workmanship has been firmly established in India, and many have been the enthusiastic reports from satisfied owners in the hill districts. In this respect, the Jowett is particularly suited to Hongkong and its presence here gives yet another instance of how British motor car builders have solved the problem of providing absolutely reliable, comfortable and economical motoring at a figure previously thought to be impossible. It cannot be said to-day that motoring is a luxury for the rich. The Jowett most emphatically denies that hoary old accusation.

It having come to the knowledge of the Traffic Department that some private cars are being deliberately used for public hire, a measure which has been long considered and will be introduced at the most convenient opportunity is the issue of a new number-plate which in the case of livery cars shall have the additional words "Public Car" inscribed on it. As the owner of a private car pays only \$14 for his licence, the Government stands to lose on the difference between this and the fee paid for the bona-fide public car. Clearly the case is one of defrauding the Government of its rightful revenue, and in the provision of the new number plate it is hoped by the Department that an undesirable practice which has been the cause of one or two recent prosecutions will have been prevented.

In the case of buses and taxis the Department proposes to introduce another feature, in requiring that the interiors of these vehicles shall be fitted with duplicate number plates in a position easily discernable by the passengers. It is a curious fact how many people usually very careful in other circumstances have managed to lose articles in public vehicles; and in requiring that a duplicate number plate be placed in the interiors of buses and taxis the police are prospectively helping a large number of absent-minded passengers to trace their belongings when those are left behind in public cars, that is to say, provided that they are not so entirely absent-minded as not to take note of the number.

IT WAS TOO NARROW.



Charles Bayes tried to drive between northbound and southbound Broadway street cars, New York, and in the resulting squeeze, his sedan was crushed like an empty egg shell. Firemen were required to remove him for a hurried trip to the hospital.

MOTOR ROAD RACING.

ADVANTAGE TO INDUSTRY.

The Motor Races Bill, which has been presented in the House of Commons by Sir Philip Dawson and other members of the Royal Automobile Club, is promoted with the view that great advantage would be conferred on the development of the British motor industry if races with motor cars could be held on our public roads.

At present motor races on public roads cannot take place in England with the result that racing people have to go to the Isle of Man or to Belgium or France, where unlimited facilities are given, and the races are welcome. There are certain few places in Britain where such races could be held without causing unreasonable inconvenience to the public.

The Bill provides that an application by any person or body, whether corporate or incorporate, may be confirmed by an order by the Ministry of Transport declaring that certain public roads specified in the application may be used for races with motor cars during the whole or part of any days (other than Sunday, Good Friday, and Christmas Day) not exceeding six days in any one year, and that the same roads may be used for the purposes of practice during the hours between one hour before sunrise and 7 o'clock in the morning of any days (other than the days named in the order) not exceeding 14 days preceding the day or days on which they may be used for the actual races.

No order can be made unless the application is approved by the highway authority to whose jurisdiction the roads specified in the application are subject. It is, however, provided that the Minister shall not make an order unless he is satisfied that no unreasonable inconvenience would thereby be occasioned to the public.

OIL LEAKAGE.

Worn felt washers in the bearing retainer usually can be blamed for oil leakage at the rear bearing. Sometimes the leakage can be traced to a worn bearing itself.

FAMOUS AERO ENGINES.

HEIGHT RECORD IN SOUTH AMERICA.

The fame of the 450-hp. Napier aero engine has reached all corners of the globe, and it is not surprising, therefore, to find this engine being fitted to aeroplanes manufactured in various parts of the world.

Not only has it given every satisfaction in the British Isles but news has recently come to hand of a big performance which has been achieved by a Fokker biplane fitted with one of these engines.

On January 19th of this year, Mr Otto Ballod, at Palomar Aerodrome, Buenos Aires, attained an altitude of 21,500 ft. carrying a load of 1,100 lb. This performance is a world's record.

In this connection, it is interesting to record the fact that on practically its first flight in early 1919 a military machine fitted with Napier engine attained a height of 30,500 ft. This was never certified as a world's record, although undoubtedly at that time no machine had attained such a high altitude. The machine on this occasion, however, was not carrying such a load as on the more recent performance.

MOTOR RACING.

ROME GRAND PRIX ROYAL.

The Rome Grand Prix Royal for motor cars was run this year over a course of 420 kilometres, and resulted as follows:—1, Masetti, driving a Bugatti, 1500 c.m.c., 4 hrs. 21 mins. 25.25th secs.; 2, Materassi, driving an Itala, 3000 c.m.c., 4 hrs. 48 mins. 53 secs.; 3, Ginaldi, in an Alfa-Romeo, 2000 c.m.c., 4 hrs. 56 mins. 30 secs.; 4, Croce, in a Bugatti, 1000 c.m.c., 5 hrs. 7 mins. 20 secs.; 5, Clerici, in a Salomon.

The winner's average speed was 97.287 kilometres an hour.—Press Association.

SAFE AND SANE.

When additional weight is added to a car an adjustment of the brakes should be made for the extra burden. Many drivers do not realize that the heavier the car, the harder it is to stop.

RELIABILITY TRIALS.

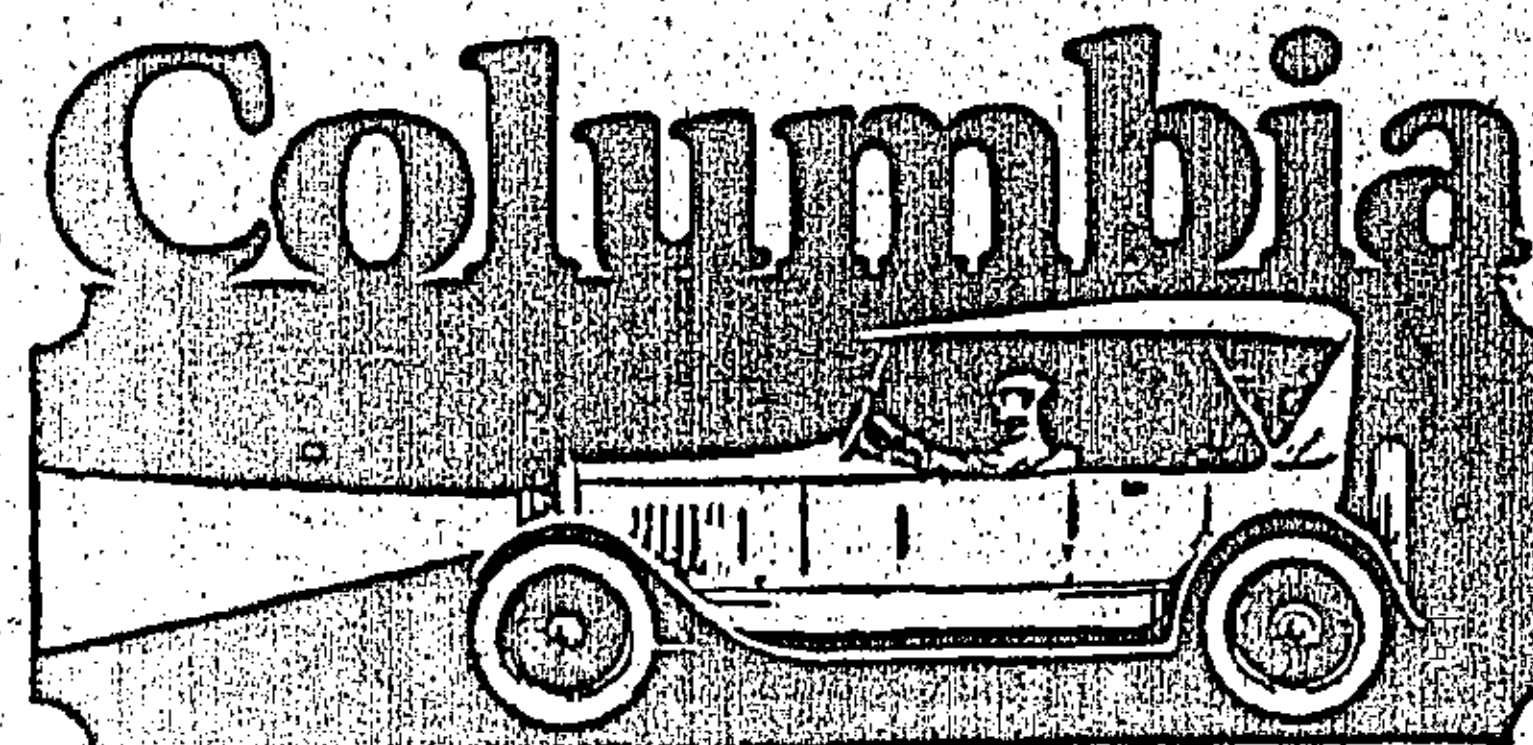
BOMBAY CLUB'S SUCCESSFUL EVENT.

The Bombay Motor Cycles and Car Club held its third annual reliability trial recently. There were no less than 40 entries but only 34 finally appeared. Of these 34 only 13 starters gained first class awards. There were four sections of trials, viz., a 100 yards acceleration test at the beginning of the run, a 4-mile speed test, the 4-mile climb up Bhor Ghat and a reliability timing over the whole course. The results showed that so far as the cars were concerned, they dropped points in acceleration but almost all did the hill climb in less than the maximum time. On the other hand, it was found that most of the motor cyclists lost marks on the hill climb but gained full points in the acceleration test. The road throughout seemed to be in a good condition except for a 10-mile near Kirki. A left hand curve near the beginning of the 4-mile speed test brought a number of cars to grief. The Police seemed to have made special arrangements throughout the entire journey so that the trials were conducted without any trouble to legitimate traffic or to the trials themselves by reason of straying cattle.

First class awards in the solo classes were gained by Mr. M. D. Petit, Mr. M. W. R. Sell and Mr. W. Cooper amongst the motor cyclists. But among the riders of sidecar combinations, two out of three gained first class. Three were Mr. K. G. Batlibhooy and Mr. S. A. Palkiwalla. Mr. Sell's performance drew considerable admiration. He is a fearless rider and completed the acceleration test in 7 2/5 seconds, the 4-mile speed test in 4 minutes 8 seconds and the 4-mile hill climb test in 8 minutes and 2 3/5th of a second, and in spite of an accident about 15 miles from Poona completed the journey within the stipulated time.

As regards the car trials the performances of Mr. W. F. Goose and Jal Mehta were specially noteworthy. Mr. Goose especially with his three-year old Rolls-Royce, covered the 100 yards in 9 and 1/5th seconds, then completed the 4-mile speed test in 4 minutes and 2 2/5th second which was the best timing of the day and climbed the Ghat 8 minutes, 52 and 3/5th seconds. On the rest of his journey however, owing to an unfortunate mistake of his typist who made the error of 10 minutes in the timing on the last stage of his journey, Mr. Goose lost 5 marks of the "reliability" and thereby lost the first class award. Mr. Jal Mehta with his Lancia, also displayed good performance and without losing a single point came within 3/5th of a second of the timing by Mr. Goose on the 4-mile speed test. Three out of four Rovers also gained first class awards. Mr. C. B. Setna's Armstrong Siddley, J. William's Star and H. W. Siddley's Fiat were also given premier awards. The one great disappointment was the ill-luck of Mr. Modi, the Club's veteran rider. With his A. J. S. motor cycle he covered the acceleration test course in 7 and 3/5th seconds, but took a nasty toss in the 4-mile speed test and another on the Ghat during the hill climb.

On the whole the trials were a wonderful performance. They were excellently organised and official help was forthcoming to any extent. The Bombay Motor Cycles and Car Club may well be congratulated on their enterprise.

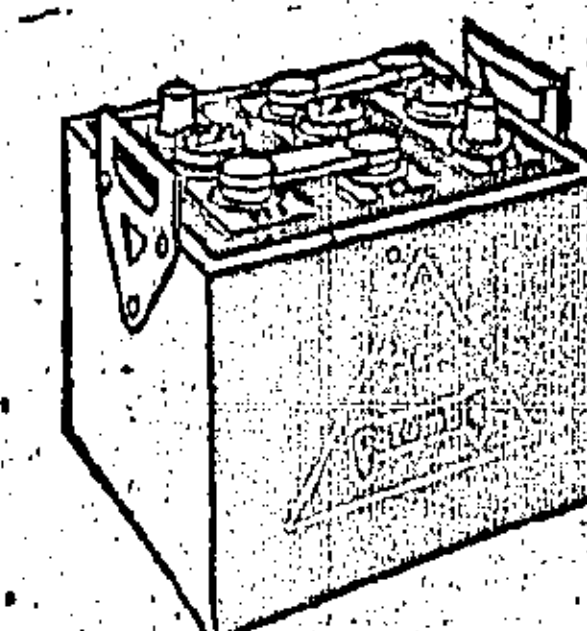


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Columbia Storage Batteries are ideal for starting, lighting, and ignition on automobiles. The highest grade construction throughout—universal terminals to fit all wiring. Their higher power makes them always dependable; their rugged strength enables them to yield extra long service.

Your next battery should be a Columbia—"famous for the service they render."

The Dragon Motor Car Co., Ltd.
Telephone C. 1246 or 1247.
A. J. Allison, Service Manager.



Make the chart your guide

In these days of rigid economies, the motorist who desires to attain to the greatest efficiency and economy in the operation of his car must consider closely the cost, the quality, and durability of the lubricating oil used.

Friction has been described as the "Highway robber of mechanical energy," levying tribute on all matter in motion, exerting a retarding influence and requiring power to overcome it.

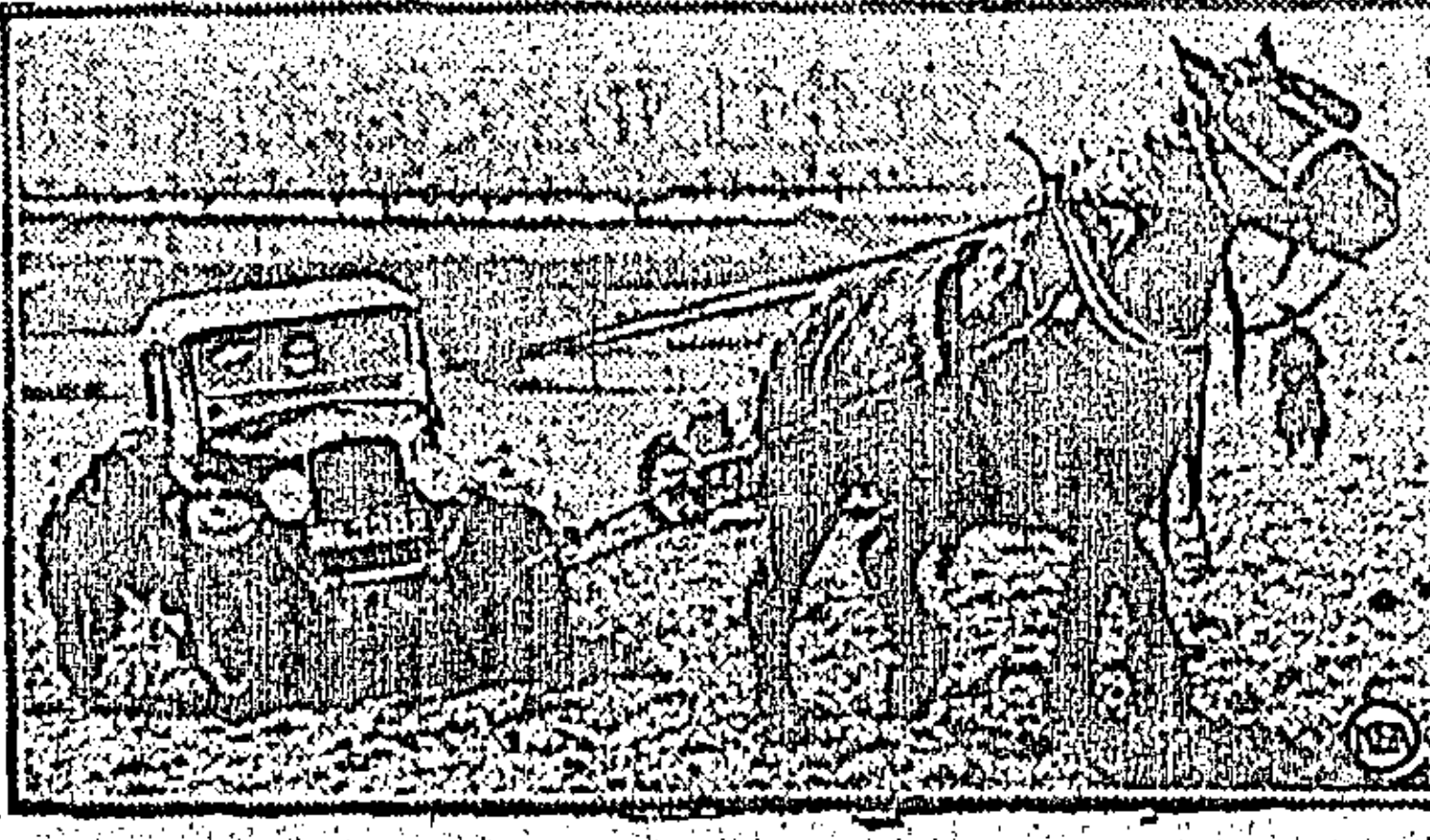
When one realizes that if it were not for the thin film or layer of oil between the surface of the journals and their bearings, and the constant supply of lubricating oil required to maintain this film, the largest locomotive could not start a heavy train or keep it in motion, or the most powerful marine engine could not drive a ship one mile without heating of bearings, one readily understands that a knowledge of lubrication and friction and the laws relating to friction is a very important part of an oil manufacturer's knowledge.

Gargoyle Mobiloil is the result of many years of experience in the manufacture of lubricating oil, and the correct grade, as specified in the Chart of Recommendations representing the work of a score of automotive engineers, will ensure more mileage per gallon of benzine, minimum of friction and more power, elimination of unnecessary repairs which are so frequently due to inefficient lubrication, and long life of the engine.

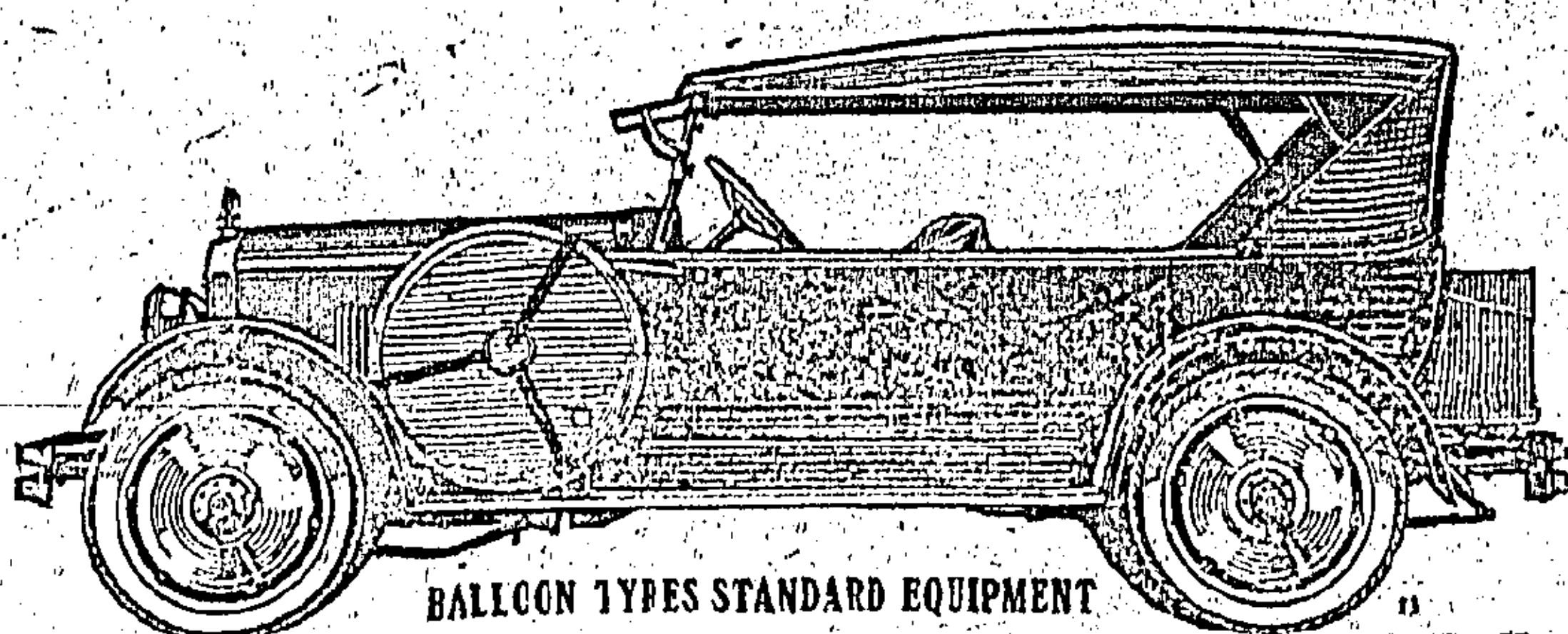
Obtainable at all Garages and Accessory Dealers everywhere.

VACUUM OIL CO.

A STORY WITHOUT WORDS



A "snap" from somewhere in Cornwall.



BALLOON TYRES STANDARD EQUIPMENT

JEWETT SPECIAL

A Thrifty Six Built by Paige

Always Ahead on the Hill

JUST try a Jewett on a hill when other motor cars are going the same way and you will be proud of your Jewett. It has that surplus power in every emergency that it is called upon to perform. Just that extra precaution by the builders to insure extra strength for every demand.

The chassis, six inch "I" beam steel. The brakes, just a trifle larger than absolutely necessary but not too large for safety. The engine, with more power than is always required. The wrist pins, larger than others. The oiling system, a positive forced feed system so that it never fails to give a surplus of oil.

These generous principles of construction are for the motor car driver's need in case of emergencies, and pay large dividends to owners of Jewett cars by their increasing long service.

JEWETT SPECIFICATIONS:

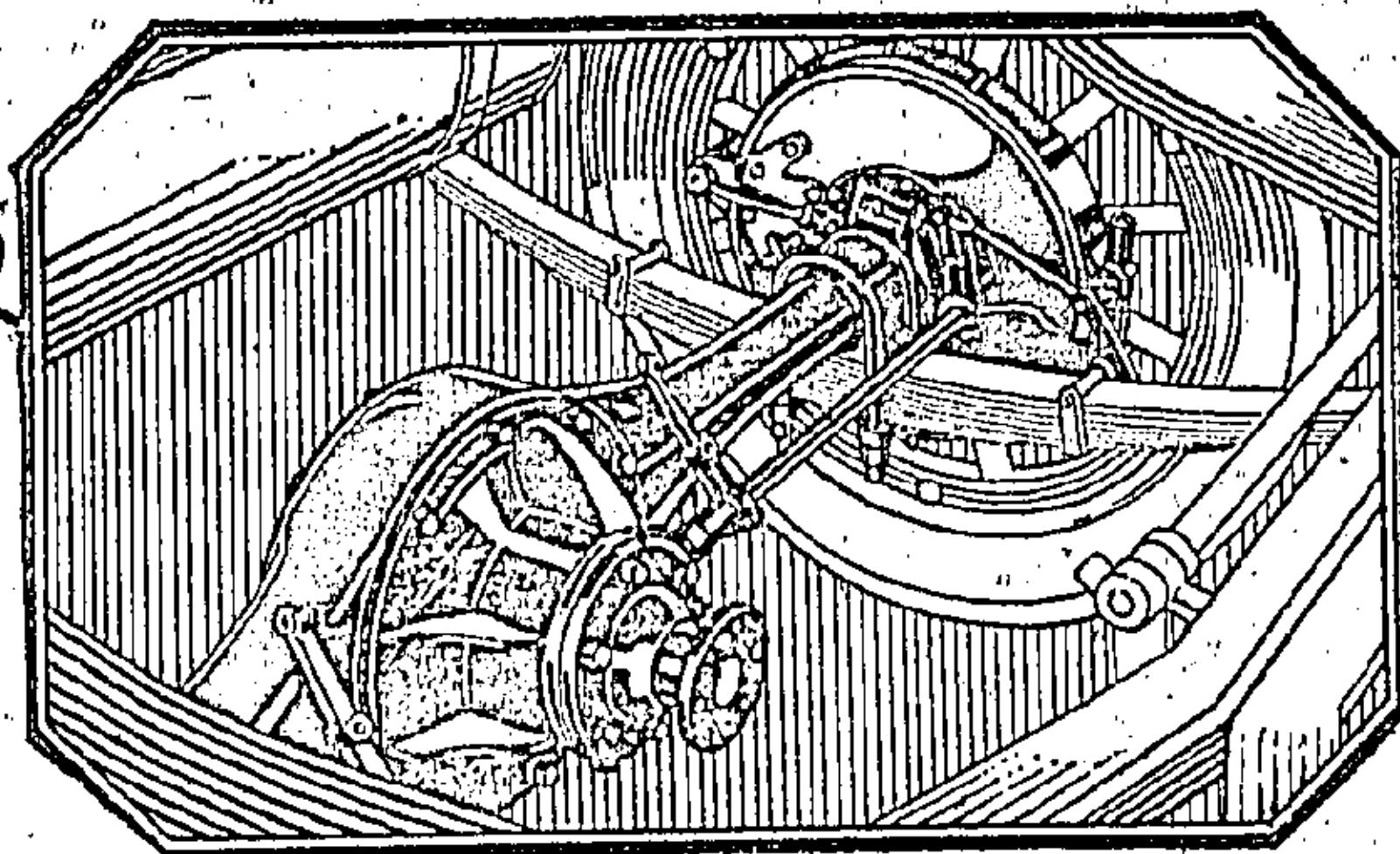
Engine—6 cylinder, 3 1/4 x 5 1/2, lubricated by high pressure oiling to main and connecting rod bearings; two unit electrical starting and lighting, thermally controlled; automatic spark advance; Paige-Tinker axle; extra heavy 6 inch "I" beam steel frame; improved type four speed transmission; dry disc clutch; special alloy steel springs, 30" in front, 24" in rear; air steel universal joints; torque-rod chassis lubrication.

Special models furnished at slight extra cost with additional equipment: Special Robin-egg blue finish with upholstery to match; spare cord tire, tube and protector; bumper front and rear; nickel radiator and trimmings; trunk and trunk rack (except on two-seater); automatic windshield wiper and rear view mirror; rear stop signal; sun visor; parking lights on cowls; Disc steel or wire wheels optional on all models at slight extra cost.

THE DRAGON MOTOR CAR COMPANY, LTD.

Telephone Central 1246 or 1247.

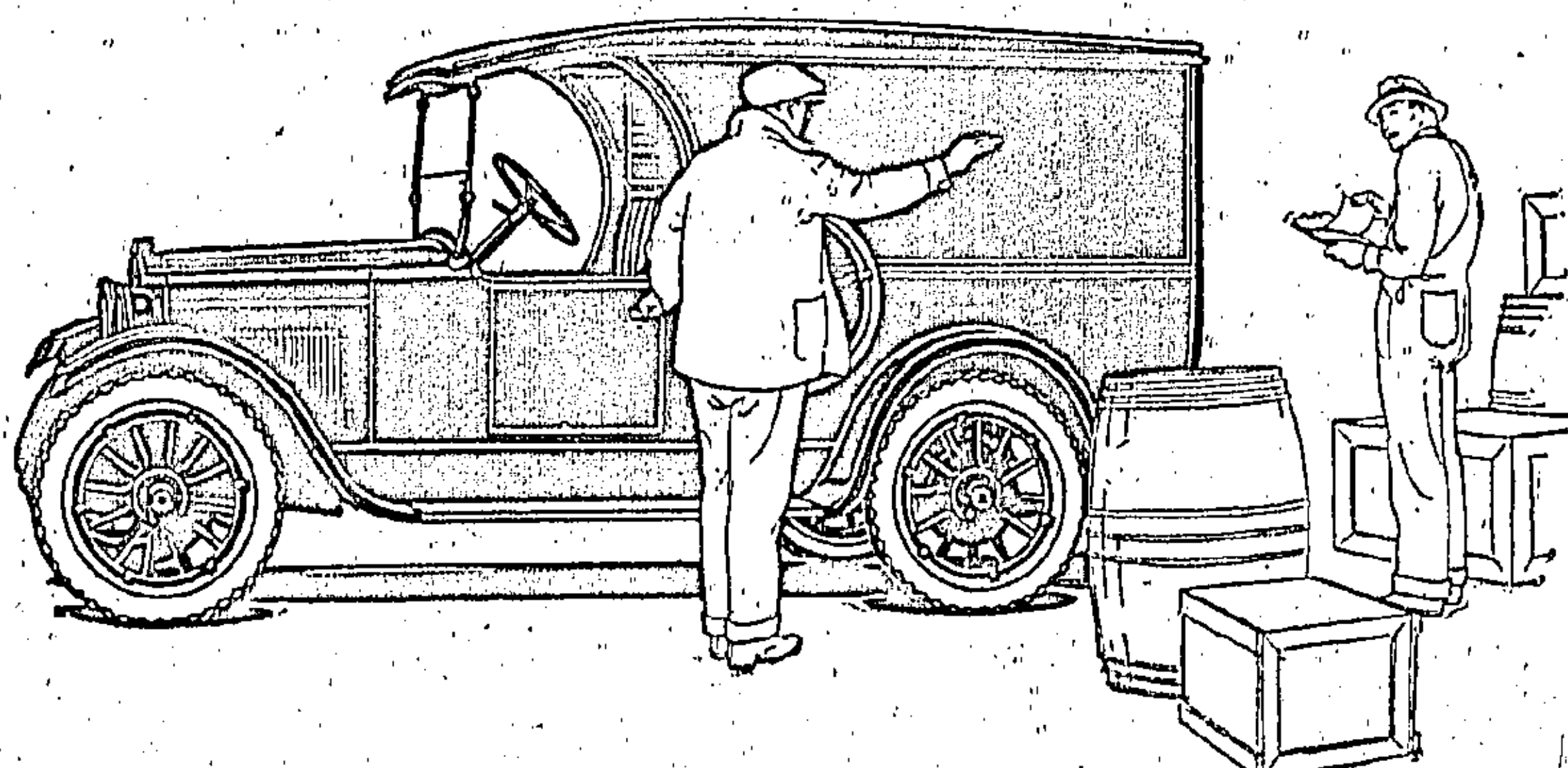
33, Wong Nei Chung Road, Happy Valley.



DODGE BROTHERS COMMERCIAL CAR

The sale of over 18,000 of these cars in a single year is eloquent testimony to its standing among those it serves.

For it is the commendation of owners—plus public faith in Dodge Brothers products in general—which accounts for a record without parallel in the history of commercial transportation.



The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

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MOTOR CYCLING IN ENGLAND.

IMPRESSIONS GAINED BY AN AMERICAN MOTOR CYCLIST ON TOUR.

It was about six months after my arrival in Scotland from Seattle, Washington, that I set out on a tour through England with my Harley-Davidson and Idecar. With my cousin accompanying me, we left Edinburgh, where I was visiting the home of the late Mr. Johnnie Walker, on the second of May.

When we started out the weather was cold and wet, but our first hundred miles took us to the borders of England, and here it improved quite a bit. At seven-thirty that evening we pulled into a small English town called Kordall, 150 miles from Edinburgh, and after a good meal and a "we drape" of the Johnnie Walker crater we felt real fit. Our hotel was named "The Shakespeare," and it certainly looked as old as the name implies.

Next morning we were out on the road at nine o'clock with a schedule of a good 200 miles of beautiful country to go through. It wasn't long before we reached Litchfield. There, we stopped to take a look at the wonderful cathedral and to snap a photo of it. When going into a small town called Knutsford some time later, we ran into a pageant on the main street. Traffic was so congested as a result that we were forced to slow up our speed considerably until we hit upon the scheme of appearing as one of the entries. After that, with the aid of a "Bobby" (policeman), we managed to get through the slow moving parade on our way to Wigan, the next town. We went on to Warrington and finally reached Coventry, our second stop for the day, without any further drawback.

Coventry is famous all over England for its great production of motor cycles, sidecars and bicycles. It is a quaint old town with very narrow streets that are typical of old English towns. Here also we saw the effigy of "Peeping Tom" we read of in history.

Banbury, where we were anxious to take a picture of the famous Banbury Cross which is well known among English school children, was our stop over for the night. We had several hours' good sleep here, and the next day found us up bright and early on our way to London. We intended to visit London on our return trip, so this time we passed right through it. That night we arrived at Dover, we took a run over to Paris for a few days and also visited my brother's grave at Arras.

Back in Dover, we wasted no time getting the machine filled up with gas and oil, and then we were on our way to London, where we particularly wanted to take in the sights at the Empire Exhibition. The exhibition turned out to be well worth the visit, especially the Canadian section the outstanding feature of which to me, was a life-size reproduction in butter of the Prince of Wales, showing him standing beside his saddle horse as he was often seen on his ranch in Canada.

We stayed ten days in London, spending two at the exhibition and one at the Harley-Davidson headquarters, the Harley-Davidson Motor Co., Ltd., where we had quite a chat with the boys there. We were just one day too late to meet Mr. William Harley and Mr. Walter Davidson, who were then on a tour through England and the Continent. I had had the pleasure of meeting them at the factory in Milwaukee when on my way to Scotland, but had rather counted on seeing them again over here.

Leaving London, after having had an exceptionally good time, I took what is called the Great North Road following the East of England. Travelling was very pleasant along here, the route taking us through a wonderful farming and cattle raising country. However, I must mention here that some of the roads in England are in quite bad condition. Of course, it is to be taken into consideration that the years the British were at war, they had no one to attend to their repair, so it will take them years to get the roads back into good shape after so long a period of neglect. Everyone though is very courteous in directing you to a better route, or in helping you out when you've lost your way.

We passed through several quaint old towns with their "we inns" and taverns where one can get what they want. Doncaster was our first stop out of London. The cathedral in this place is very old, and dates back many hundreds of years. England has many cathedrals which are noted for their years of existence and are still kept in a wonderful state of preservation and beauty. The absence of hills throughout the most of England is also noticeable to the traveller, especially if you've come from Scotland where it is all hills.

Our next place to make a short stop was Durham, and here again we must look over a wonderful cathedral, also dating back many years. Finally, we came to Newcastle, one of the greatest exporting, coal centres of Great Britain, where we put up for the night. The following morning found us on the last lap of our return journey to Edinburgh. We reached the "old home town" that evening a little tired, but much richer in knowledge.

Throughout my entire trip of 1,250 miles, I had a wonderful time, and my 74" motor performed splendidly which naturally always adds to the enjoyment of a long tour. My next trip was through bonny Scotland where the heather grows, and then home again, to the States and Canada.

CARE OF TYRES.

NEED OF CLOSE ATTENTION.

There is nothing the motorist should practice more than the conservation of tyre equipment. Tyres, as a rule, receive less attention and are called upon to go further and do more under any and all conditions than any other part of the car equipment, and we therefore feel and hope that the motorist may derive something beneficial from a few suggestions "picked up" in the years of experience in the manufacture of tyres by a large casing concern.

Avoid car tracks, as they allow the rear tyres to slide or spin while stopping or starting and there is also great danger of skidding in turning out of them.

Long tread outs are the usual results of driving through mud caused by the spinning of the rear wheels over sharp stones, and we suggest the use of chains under such conditions.

Once or twice each month, a reliable vulcanizer should be used and all necessary repairs made. Neglected cuts allow gravel and water to enter and loosen the tread if small matters are not cared for promptly and properly they soon become large ones. Brakes should be inspected frequently. Do not apply them suddenly, unless, of course, to prevent accident; this as well as spinning the wheels when starting is very bad practice and should be avoided. Underinflation has been the most direct cause of tyre trouble.

An underinflated tyre will roll over stones instead of kicking

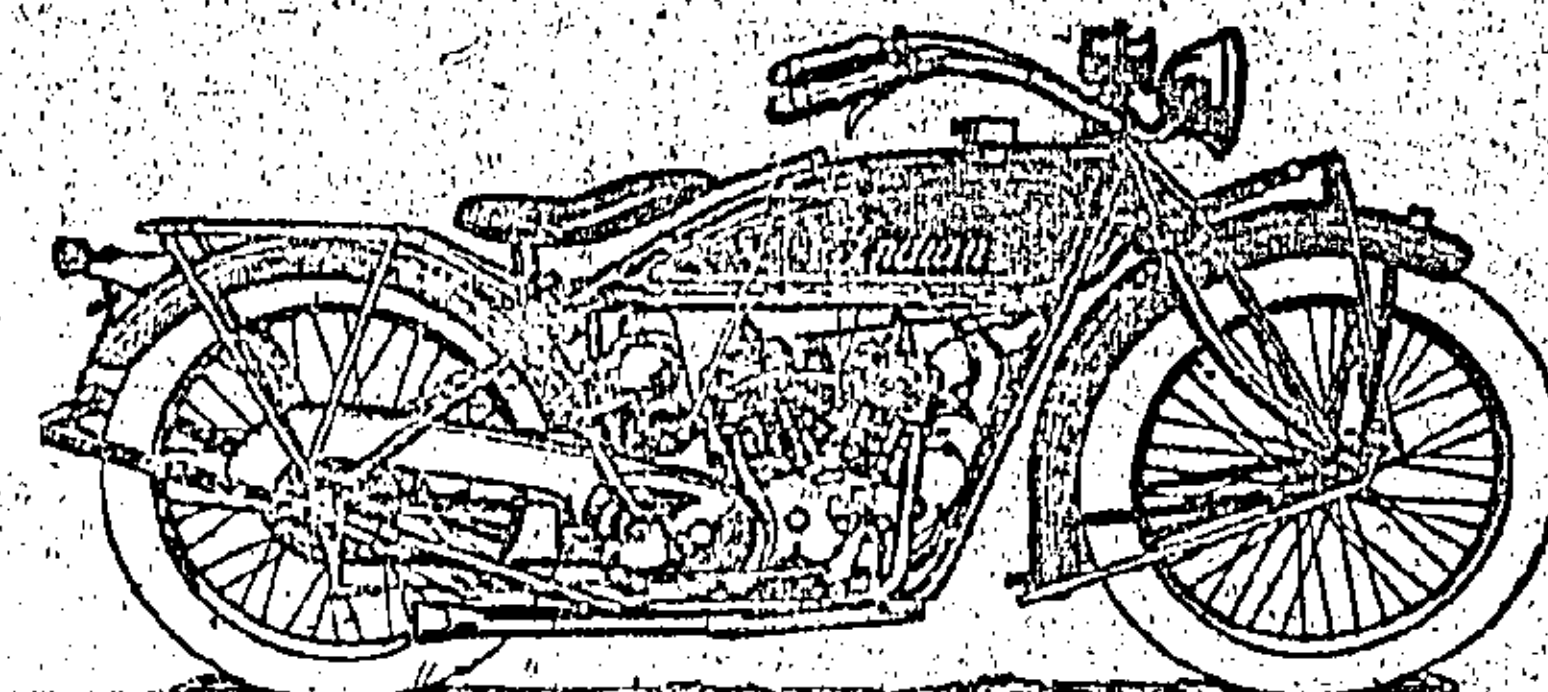
them aside, and cause a bruise or break in the tyre which later results in a blowout. Rim cuts, separation of the plies of fabric and other trouble are to be found if this is not watched closely. Driving on a flat tyre results in the troubles mentioned above, and, if not equipped with a spare casing, run on the rim. Front wheels should be examined and kept in proper alignment at all times. If front wheels are not aligned, they will cause both rubber and fabric to wear through in a very short time.

TIPS FOR STORAGE.

Cars which are stored for the winter should not be allowed to stand on the tyres. This is very hard on both casing and tubes and renders them unfit for service when the car is again put into service. We would recommend in this case that the car be jacked up and set on blocks or "horses" and about one-half the required air pressure left in the tyres. Before the car is put into service, demount the tyres and have them carefully examined; all rust should be removed from the rims and graphite applied.

This method, in our estimation, and after several tests, has proved most satisfactory at the least expense. There are several suggestions on the subject, such as demounting the tyres and wrapping separately in paper cloth or burlap and should be stored in a dry dark room; however, as stated above, it is found the first mentioned, to give just as good, if not better, results, and will enable the motorist to realize maximum service at minimum cost.

INDIAN SCOUT.

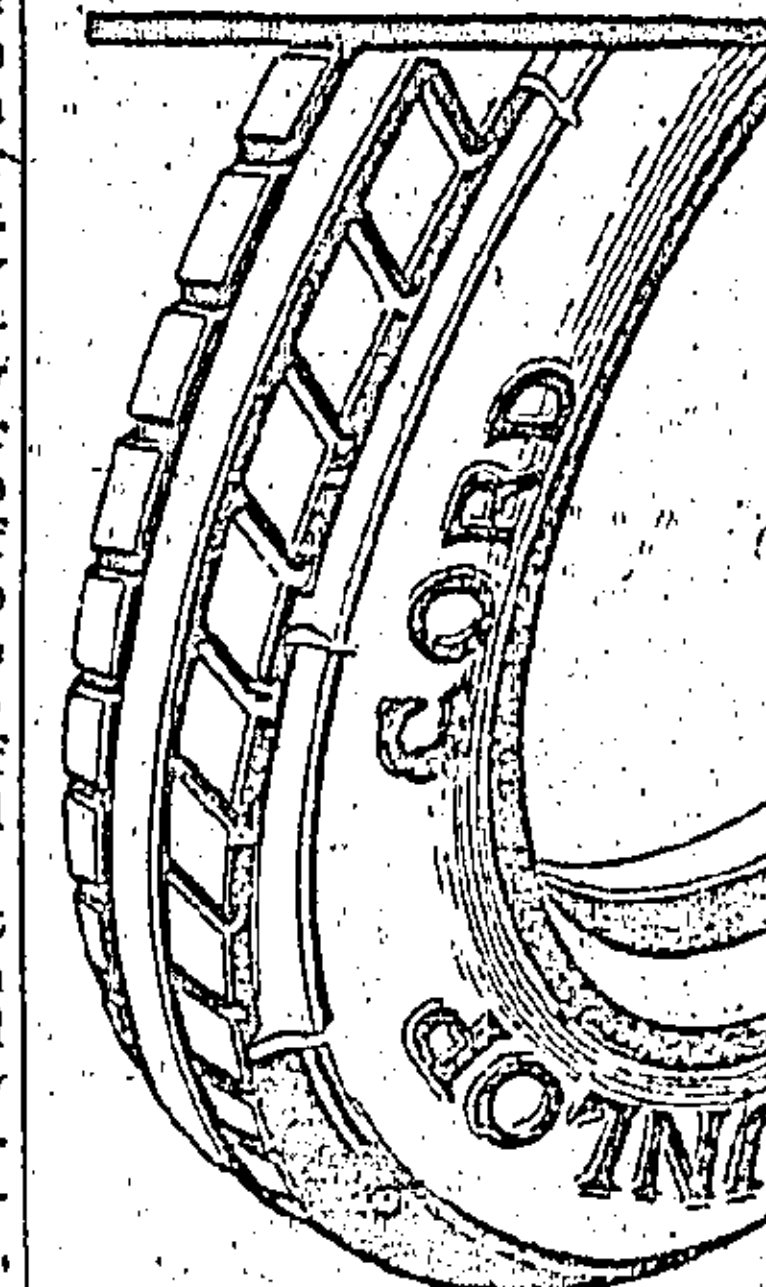


Sleep later.....get to work in time, you can ride to your work with less expense than Tram or Bus fare. Get health giving exercise, and fresh air that will invigorate you and enable you to enjoy life more.

ALEX. ROSS & Co., (China) Ltd.

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DUNLOP CORDS



When purchasing a tyre BE GUIDED BY THOSE WHOSE BUSINESS IT IS TO KNOW, AND WHO DO KNOW.

The fact that 95% of British Car Manufacturers fit DUNLOP tyres as standard equipment is a striking tribute to the superiority of the Dunlop tyre.

Behind the Car manufacturers' choice is their practical knowledge of tyres and tyre values.

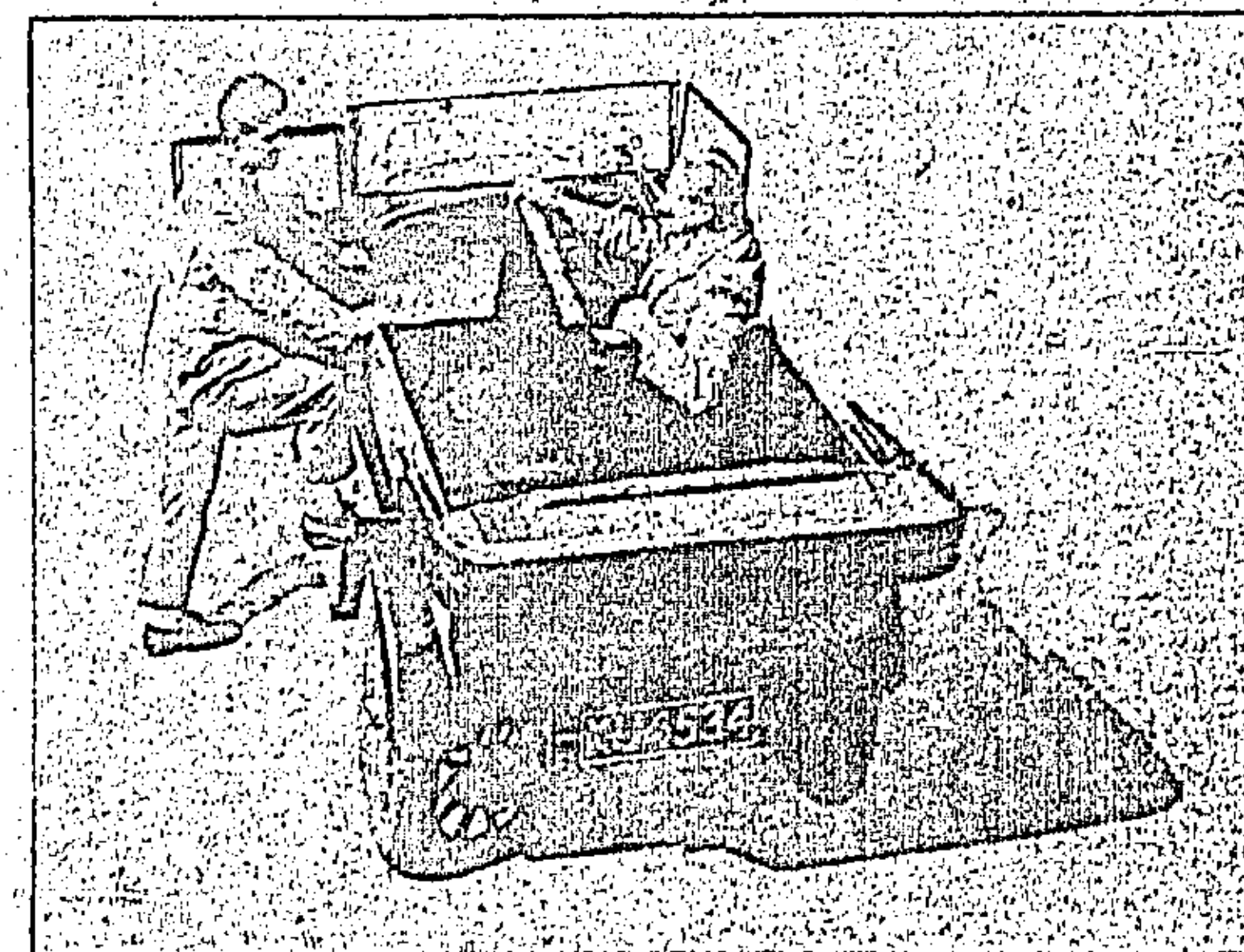
FOLLOW THE CAR MANUFACTURERS' LEAD—THAT KNOW.

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THE 7 H.P. JOWETT

The Most Popular Light Car in England.
40 Miles per gallon on level road.



2 Seater £160. Light Four £170. Full Four £180.

Plus actual cost for Packing and Freight, about £28.

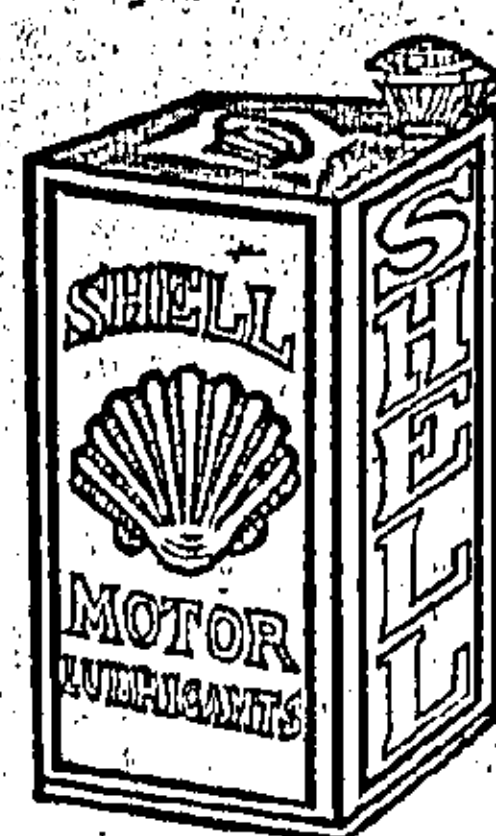
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SHELL Motor Lubricating OILS

IMPORTANT ANNOUNCEMENT TO MOTORISTS.

The proprietors of SHELL MOTOR SPIRIT have pleasure in introducing SHELL MOTOR LUBRICATING OILS.

SHELL has always meant the highest quality motor spirit—to-day it means more—it means the highest grade of motor lubricating oil.

SOLD IN 1 GALLON AND 4 GALLON TINS

"EVERY DROP TELLS"

Write for our booklet, Shell ready-reference to correct Lubrication

NOW ON SALE

At all Garages and Dealers.

The Asiatic Petroleum Co. (South China), Ltd.

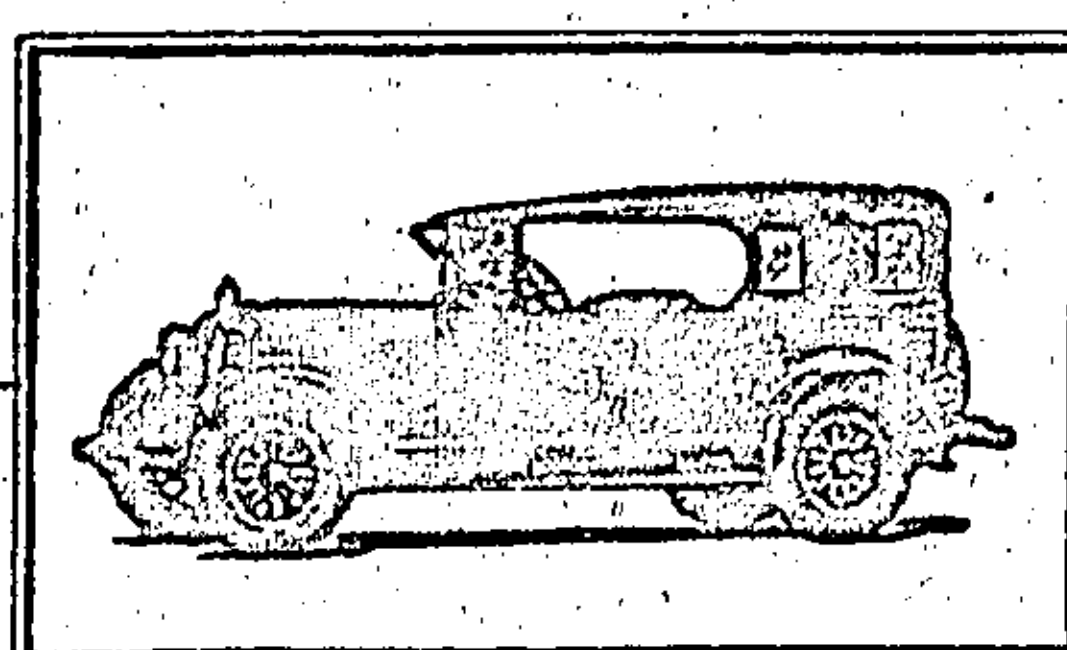
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THE NEW

1925 **STUDEBAKER** 1925.

Hydraulic
Four Wheel
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Genuine
Barloon
Tyres

1925 MODELS NOW IN STOCK

DON'T FAIL TO SEE THEM
AND DON'T BUY A CAR
BEFORE YOU SEE THEM.

TEL. 4759.

TEL. 4759.

THE HONGKONG and SHANGHAI HOTELS LTD.

FOUR-WHEEL BRAKES.

FACTOR IN SAFE DRIVING.

The nation-wide drive for greater safety on streets and highways in the U. S. A. will have an increasing effect upon future designs of motor cars and is already influencing buyers of new models, according to Mr. William R. Strickland, assistant chief engineer of the Cadillac Motor Car company.

"While the personal equation is still the biggest factor in safe driving," Mr. Strickland states, "many features of car design have a very definite relation to safe operation. The greatest single feature is brakes."

With the increase in the number of cars in operation and the added fact that the individual car is driven many more miles per year than was the case formerly, resultant highway congestion made an undeniable demand for four-wheel brakes.

The ease, with which cars equipped with four-wheel brakes pass brake tests made by police officials in the various cities of the country has been a source of satisfaction not only to the drivers but to municipal authorities to whom is entrusted the safety of city streets. They have decelerating ability and a consequent factor of safety 50 to 75 per cent greater than that of cars otherwise equipped.

So much has been said about four-wheel brakes that some drivers have considered them as the chief safety feature regardless of other factors in their design and operation which may affect the control of the car.

The most essential feature of four-wheel brakes, next to the ability to stop quickly, is control of the direction of the car while stopping. This means moderate front-wheel braking, and the release of the outer front wheel while braking and at the same time making a turn. Quick deceleration coupled with the ability to turn the car to the right or left prevents many potential accidents.

In the Cadillac car every precaution has been taken so that while drivers have the increased braking ability of four-wheel brakes, they will also have perfect control of steering. The outer front wheel always rolls free on a turn. The pressure is always less on front brake bands than on the rear. The installation of internal front brakes and external rear equalizes the opposite effects of heat on the two sets.

In the front brakes also, the brake lining is made of a special material used only in Cadillac cars. It is harder than in the rear brakes and insures less braking effect in the front than in the rear under the most severe braking conditions descending mountain grades.

GRAHAM BROTHERS TRUCKS.

NOW AVAILABLE IN HONGKONG.

Economy for owner, and comfort for the driver are the conspicuous features of the new models of Graham Brothers Trucks, according to the Dragon Motor Car Company local agents for Messrs Dodge Brothers, by whom Graham Brothers Trucks are sold exclusively.

These are the marked features for the new models of Graham Brothers trucks. Those features have always been dominant factors in the design of these light trucks, but the new models show improvements in each feature which will be welcomed by operator and driver.

The new frame is stronger and possesses a high resistance against possible distortion from rough and heavy road work. A front bumper is provided so rigid that it can receive a most severe shock with no danger to the frame. A rear tyre carrier is provided below the rear of the frame; this helps one-man operation of the truck, as the tyre can be easily lifted on or off this carrier with minimum of effort.

A new three point suspension of the propeller shaft bearing insures rigid alignment of the shaft. A change has been made in the location of the battery box which is easily accessible under the left side of the driver's seat.

Both first and second spring leaves are wrapped, so in case of breakage of the first leaf, the second carries the load safely until repairs can be made.

Improvements in the cab have been made which will please drivers because of the increased comfort in driving. This comfort for the driver is a real economical advantage as the man will be less weary towards the end of the day than if driving conditions were tiresome. The seat cushions have Marshall springs, are well padded and covered with genuine leather, a high vision windshield permits a comfortable and natural position when driving—passenger car comfort.

Changes in hood, cow, lamps and fenders have resulted in a handsome truck which is a real advertisement for the operator. The truck compares favourably in appearance with passenger cars, and the splendid baked enamel finish insures this attractive appearance for a long period of time.

All improvements have been made without adding to the weight. The light chassis weight of Graham Brothers truck has long been a marked economical feature. No additions in capacity have been made to the line and Graham Brothers continue to specialize in 1-ton, 1½-ton trucks, which capacities meet more than 80% of all trucking requirements.

Standard bodies, of which there are 26 different designs, have been improved wherever there has been room for improvement over bodies already carefully designed and conscientiously built. Several new bodies to meet new business conditions have been designed and are in production. The luxurious, easy riding, 14 passenger Sedan Bus is one of the new bodies which has already received unusual appreciation from motor bus operators.

As Graham Brothers trucks are sold and serviced by Dodge Brothers dealers everywhere, the operator is sure of immediate and close-at-hand service wherever the truck may be used.

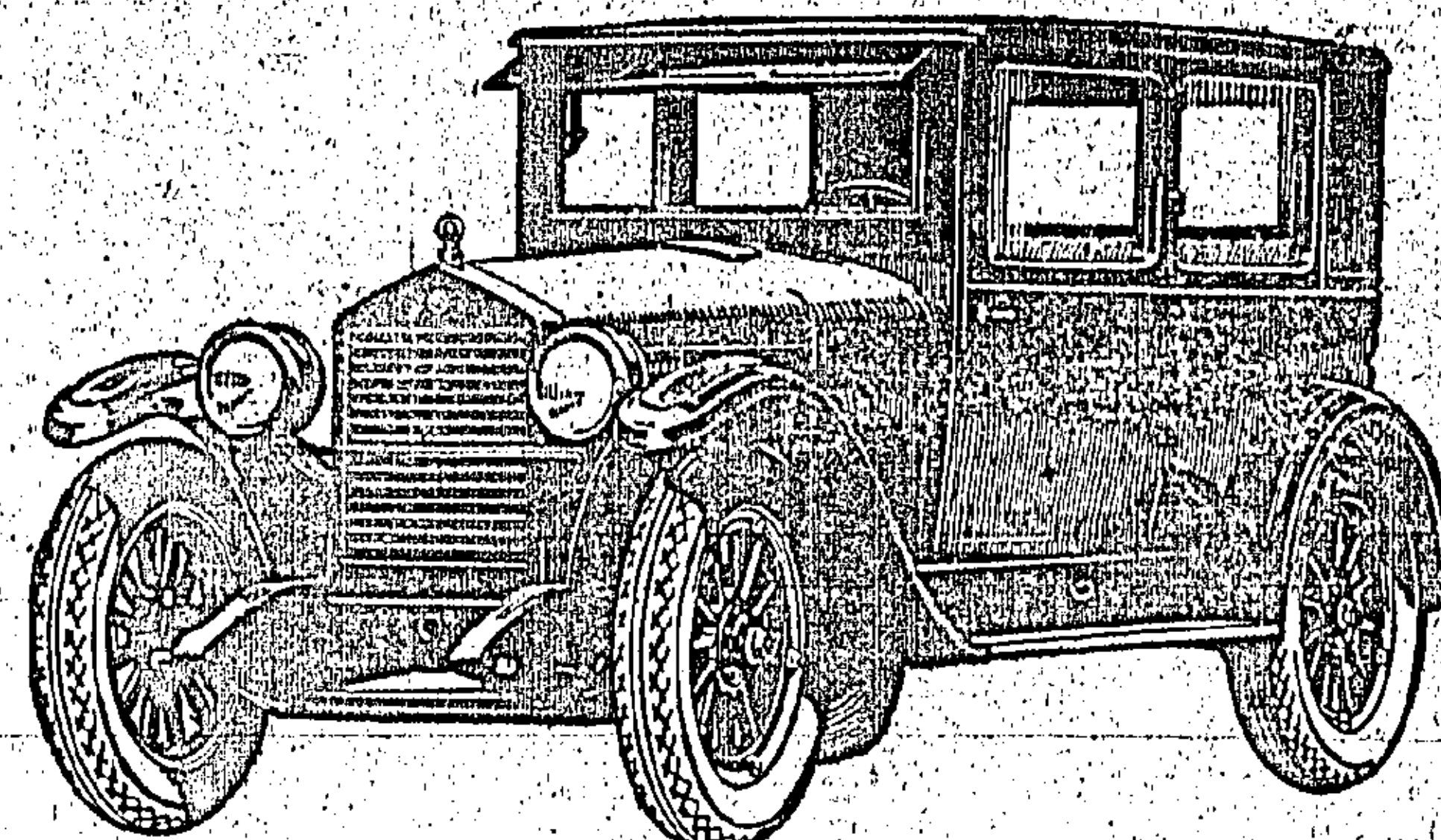
TRIBUTE TO STUDEBAKER.

DESCRIPTION BROADCASTED.

So pronounced was the impression created by the new Studebaker Duplex body at New York Automobile Show held in January, that one New York radio station in broadcasting its comments, included a description of this car.

The announcer spoke of the Duplex body as being the latest development in motor cars—a new-type car with roller side enclosures—that would exert a powerful influence on motor car designs of the future.

The Duplex body is a Studebaker development, and is an exclusive feature of the New Studebaker cars. Its utility is especially marked since it provides an open and a closed car in one, at the price of the former. Roller side enclosures can be lowered in thirty seconds without "getting out of the car or stopping. When this is done, the Duplex becomes a snug, enclosed car. The enclosures can be raised instantly, thereby the airiness and freedom of an restoring open car.



THE FINEST ESSEX EVER BUILT \$2,650

You Cannot Get Equal Style, Performance and Reliability Within Hundreds of Dollars of its Price

Essex is a totally different type. Its advantages are exclusive because patented. It gives results never before attained in any car:

Low price, without disappointment in looks or reliability.

Economy without sacrifice of performance.

Stability and highest roadability without unnecessary weight.

The riding ease of large, costly cars. The handling ease of a bicycle. Utter simplicity in design.

The lowest maintenance cost, we believe, of any car in the world.

Hudson-Essex, Largest Selling 6-Cylinder Closed Cars in the World

THE DRAGON MOTOR CAR CO., LIMITED.

33, Wong Nei Chung Road, Happy Valley.

DRIVE IN

To Hongkong's First Filling Station
Texaco Gasoline, Oils and Greases

Free Air and Water.

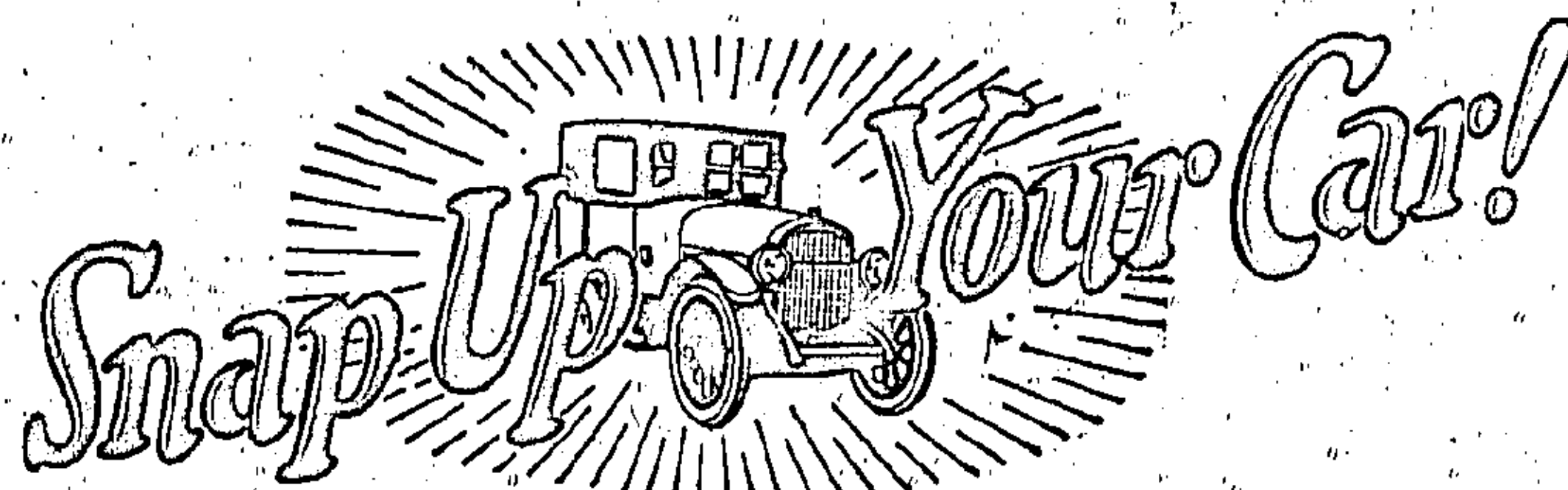
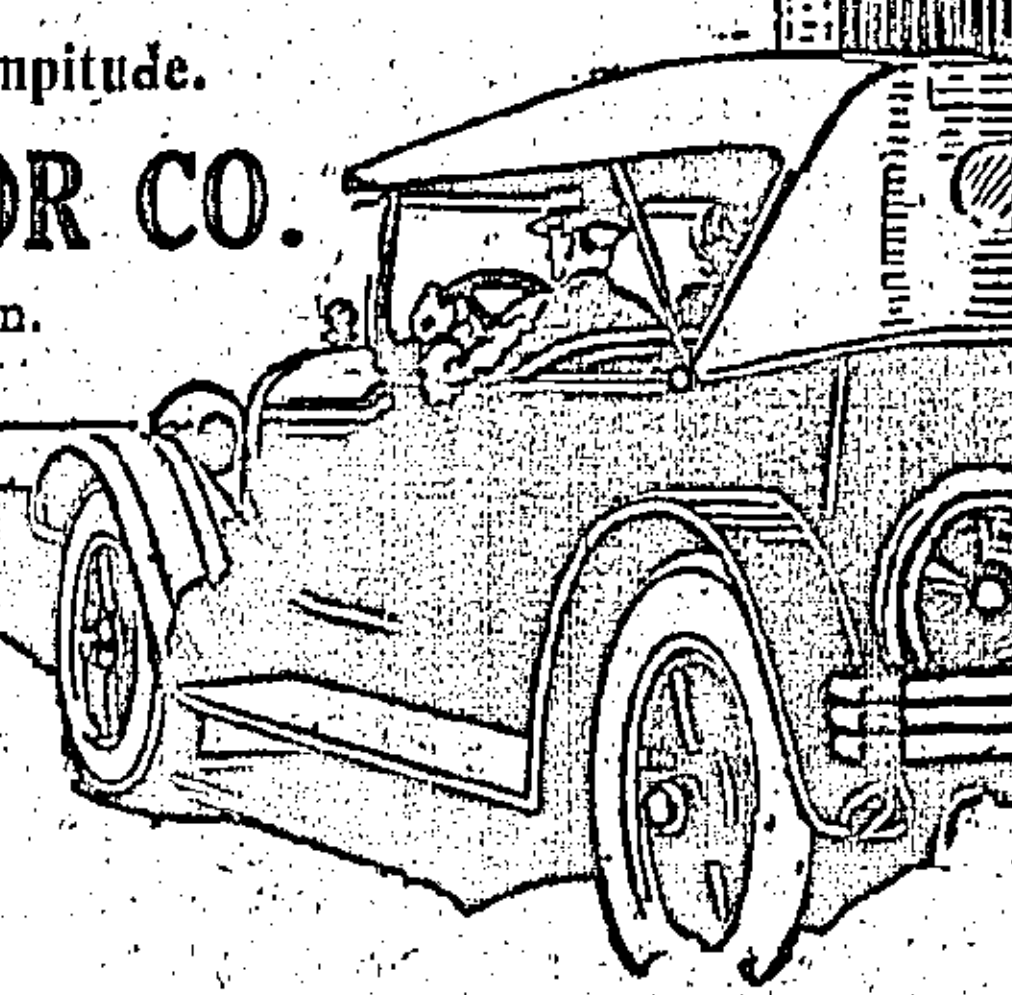
Bright and Sheltered.

TO HIRE A GOOD CAR Phone K.226.

For General Service and Promptitude.

THE DURO MOTOR CO.

Nathan Road, Kowloon.



IF YOU want YOUR CAR

to look right and act right, remember that we are Auto Doctors and have built up our business success on the foundation of service.

Remember:—The best of cars need repairs at times. As reputable service men, we won't try to make you feel that of all makes of cars yours is the worst, or that you have a peculiarly wretched car.

Honesty is important as well as service. You get both from us.

"Our Service at Your Service."

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

Telephone Central 1246 or 1247.... A. J. Allison, Service Manager.

THE BUICK "SIX"

Owners express surprise that a car so powerful and spirited as the Buick Six operates so smoothly and quietly. Such outstanding performance explains why the car is winning and holding the good will of all who buy it.

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Voeux Road Central.

DISPENSE with RICKSHAS AND MOTOR BUSES.

You'll lose nothing on time—you'll gain in punctuality and all this at less cost than Richsha or Bus fares. Its worth considering in Hongkong or Kowloon.

The mighty miniature in your garage ensures satisfaction and provides economical and reliable transportation.

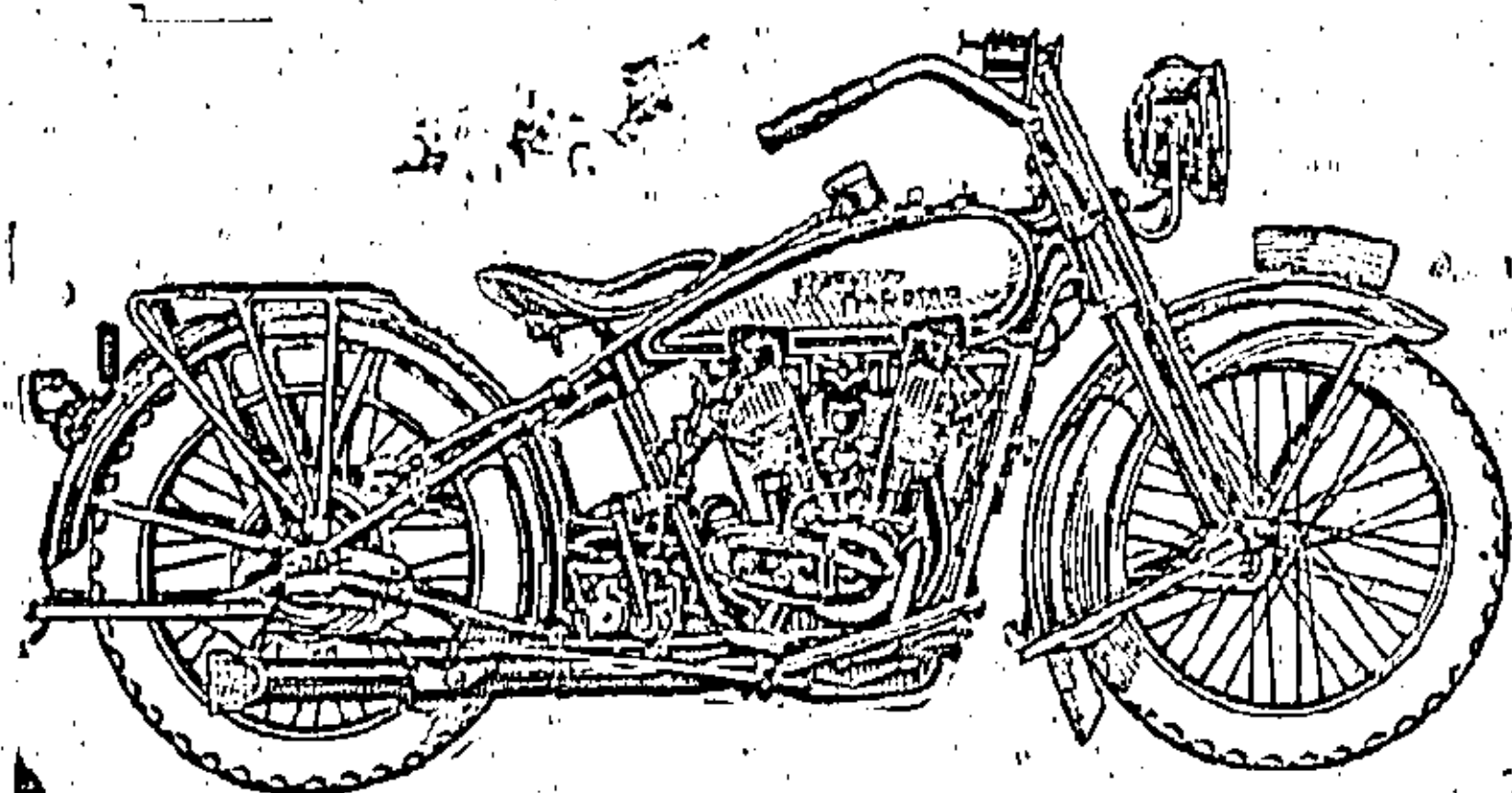
£169.0.0.

SOLE AGENTS FOR:

THE "AUSTIN SEVEN"

Alex. Ross & Co. (China) Ltd.

THAT'S IT—THE 1925 HARLEY.



The pride of motorcycle achievement.
A new machine at a new price.

Model 61—Standard equipped with magneto, presto-light, lamp, luggage carrier, pump, tools horn, and speedometer, ready for the road.....	\$775.00
Model 74—Standard equipped same as above.....	\$825.00
Model 61—Electric. Ready for the road.....	\$825.00
Model 74—Electric. Ready for the road.....	\$875.00
Sidecar, Single passenger.....	\$240.00
Sidecar, Double passenger.....	\$300.00

ASK ME TO POINT THE 27 NEW IMPROVEMENTS.

GASCON'S MOTOR HOSPITAL.

2, Kwong Wah Road (opposite the Steam Laundry) Kowloon. Phone K. 1242.
Note:—Don't let the cost trouble you if you cannot afford to pay cash, come in and see me to arrange payment by instalments, easy and within reach of everybody who is craving for real life in the open this Summer.
So don't wait until To-morrow for it may be too late, only a limited number of machines will soon arrive as first shipment. Come and let me have your name. First come first served.

A. GASCON.

AGENT FOR THE NEW 1925 HARLEY DAVIDSON.

MICHELIN TYRES

OFFER YOU THE
MAXIMUM

SERVICE

AT THE
MINIMUM

EXPENSE



Full stocks carried by
THE EUROPE-ASIA
TRADING CO.
China Building

Ask To See The Balloon Tyres.

HUNTING SQUEAKS AND RATTLES.

MINOR MOTOR ANNOYANCES.

Nothing, perhaps, is more annoying to the owner-driver than the accompaniment on his tours of these elusive, squeaks and rattles which sometimes develop in his car. The advice and experience of a motor owner, which are set forth in this article, should prove interesting and useful to all those who drive a car. To the owner-driver there are few more interesting amusements than locating and eliminating these small, but intensely irritating, squeaks and rattles, which, sooner or later, develop in even the most expensive and best-tended cars. Then what a pleasure is the first drive after a successful day's "rattling." That nerve-soothing silence, broken only by the pleasant purr of the tyres and the bourdon-like note of the exhaust. "Heard melodies are sweet, but those unheard are sweeter." The extraordinary silence of the modern motor car has made the finding of a rattles a very difficult business, as their cause is usually obscure. In the old days the comparatively trifling noises which disturb our peace to-day would never have been heard amid the general uproar. I therefore consider that the sport to be derived from tracing the elusive modern rattle to its lair is very much better, and the satisfaction gained by effecting a "kill" much greater than it used to be.

DETECTIVE QUALITIES REQUIRED

The qualities necessary for success in rattle detection are quickness of ear and a perseverance comparable to that of the British bulldog. I recall one example of what might be termed an extreme case, showing to what lengths the expert will go in order to run his quarry to earth. Shortly after I had acquired a particularly silent car it developed a very slight, but peculiarly irritating rattle, all the more annoying as it was the "tinny" variety. It appeared to come from the neighbourhood of the instrument board just in front of the steering wheel. Examination of the windscreen showed that the glass had a little play in the metal frame. The glass was taken out and rubber packing inserted all round, the job being finished off with special cement to make it all secure. Result—rattle as bad as ever. Next the steering column was scrutinised, and slight slackness was found to exist between the tube and the control rod passing through it. The control rod was taken out and bushes made for it—these being a perfect fit. All being reassembled, the car was taken out and tried. No better! "Once more unto the breach dear friends, once more!" The entire instrument board was then removed with its attendant festoons of armoured cable, oil piping, and speedometer drive. All wires were neatly clipped so as to be immovable, and the speedometer drive was secured to the steering column, there being a suspicion

A ROYAL OWNER-DRIVER

Although most royal personages are accustomed to ride in fine motor cars, there are probably not very many of them who may be seen driving their own automobiles.

His Highness the Rajah of Santosh has recently been photographed in Calcutta at the wheel of his 40-50 h.p. Rolls-Royce. The Rajah is regarded as a first-rate driver and a discriminating judge of the best types of modern cars.

that noise had been caused by tapping contact between these two members. The board was then replaced with rubber sheeting between it and the framing.

I was now prepared to lay long odds that a cure had been effected. I would have lost! Fortunately for my peace of mind, at this juncture the dashboard clock had to be sent away to be regulated, and the first time the car was on the road clockless the noise was entirely absent. The "windor," which is of the hinged variety, was loose, and had been hammering against the well in the dash into which the clock fits.

Door rattles can usually be stopped by fitting rubber buffers, but care must be taken not to make the door too tight to shut easily when the car is at rest, and tight enough to prevent noise when working is set up by flexing of the chassis when running.

METHOD OF "DAMPING" SOUND.

Rubber packing for sound damping is usually very efficient but unfortunately is by no means a permanent remedy owing to the rapidity with which rubber perishes under road conditions. Old tubes make very good packing, and last a surprisingly long time. There is a substance used by patternmakers called "plastic wood," which is a godsend to the amateur mechanic. It has a soft, putty-like consistency, and may be packed into all kinds of crevices and neatly trimmed off. After a short exposure to the air it becomes hard like wood, at the same time retaining a certain resiliency. Metal hood sticks are a frequent source of rattle when the joints get loose. The rivets can be set up, though as a rule the whole hood has to be taken down to get at the back of the rivets. It is well worth doing, however, as the cure is practically permanent. Fan belts (especially those made of webbing) when very tight and running dry, often set up a very piercing scream-like note which is very puzzling to the novice. A little grease is, of course, the remedy, with perhaps a slight easing of the belt tension. In deducing the locus of squeaks, it is useful to study the speeds of the engine, camshaft, and the various moving parts of the car, and compare them with the periodicity of the squeak. Intermittent squeaks and noises emanate from the springs or shackle bolts, or they may be caused by movement between the body and wings or chassis—Ex.

LUBRICATION TESTS.

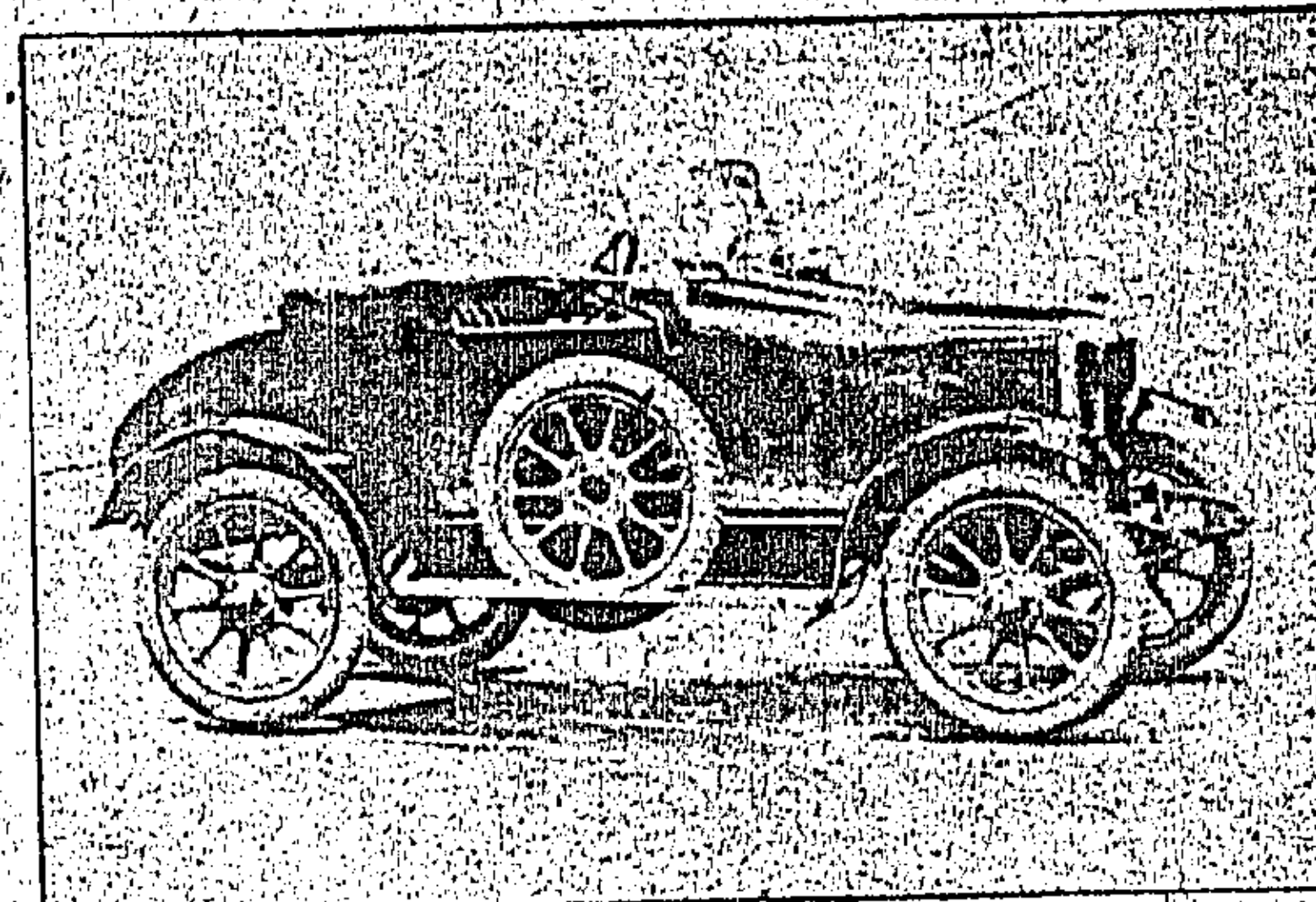
HIGH COST OF INVESTIGATIONS.

The item below was clipped from a Wall Street Journal.

"The motorist who slides up to a garage and orders a certain oil for his motor gives little thought to the significance of his demand or the careful investigation back of it. Perhaps he gets his information as to the grade of oil his engine requires from the agent who sold him his car or from the garage he patronizes. None of these individuals have gained this information from experience but from advice, probably in chart form, issued by companies manufacturing lubricating oils. Expense of gathering this data is enormous. Vacuum Co., for instance, is said to spend more than G. \$300,000 a year simply in investigating the oil requirements of internal combustion engines of every make and of every model. The company sends its engineers to the various automobile plants where engines of each new series are tested to determine what grade of oil is best suited to it, in low temperatures and high temperatures. Thus, if for your 1923 model is recommended a light oil for both summer and winter driving while for the same company's 1924 model a medium oil is recommended, for summer use and a light oil for winter use, it is not because the oil company for sake of variation makes such a recommendation, but because it has experimented with engines of both models in excessive and moderate heat and cold."

A fleet of V-63 Cadillac cars is operated across the Syrian desert by the Nairn Transportation company, of Beirut, Syria. The route from Beirut to Bagdad covers 603 miles and for 425 miles of the journey the cars are out of touch with any base of supplies. Passenger cars are accompanied by baggage cars which carry water and provisions.

THE FAMOUS JOWETT LIGHT CAR.



The latest addition to popular light cars which can be purchased in Hongkong is the 7 h.p. Jowett. The surprising power developed by these excellent little machines has won the slogan "The little engine with the big pull."

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE



This one point alone is sufficient to merit the serious consideration of anyone interested in dependable transportation: Graham Brothers Trucks are sold and serviced everywhere by Dodge Brothers Dealers.

1 Ton Chassis, G\$1,550 1 1/2 Ton, G\$1,760 delivered.

The Dragon Motor Car Co., Ltd.

Telephone O. 1246 or 1247.

33, Wong Nei Chung Road.....(Happy Valley.)

GRAHAM BROTHERS—A DIVISION OF DODGE BROTHERS

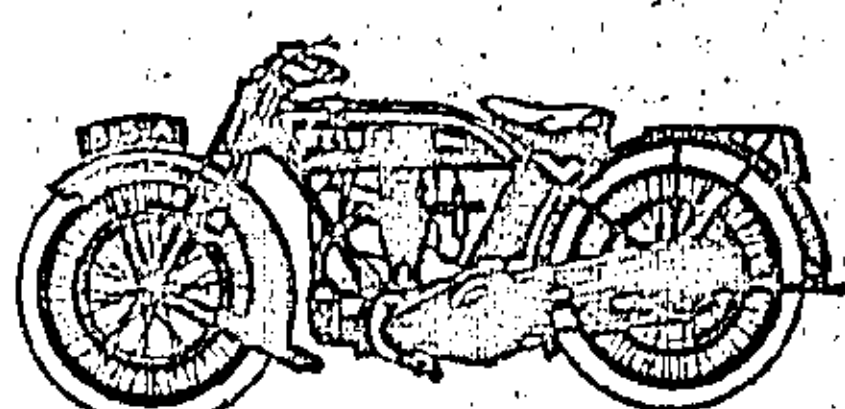


Goodyear Means Good Wear

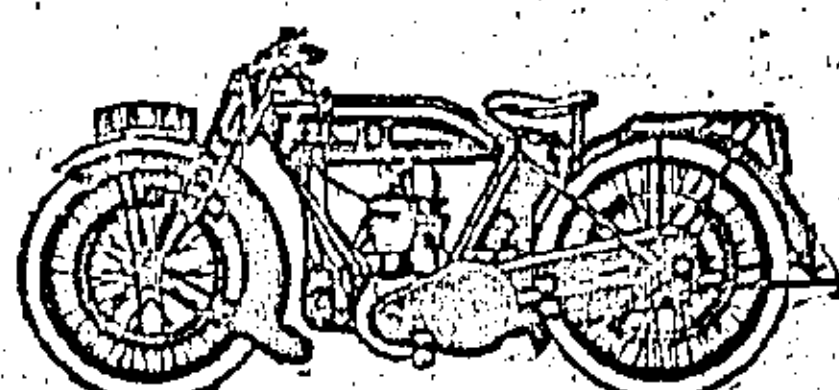
GOOD YEAR
BALLOON TYRES
MADE IN CANADA
DISTRIBUTORS

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING,
HONGKONG.

B. S. A. MOTOR CYCLES



Famous For Reliability
and Economy



Full Particulars from the
Sole Agents:

THE SINCERE CO.

WHITE TROUSERS.



Made from a thoroughly shrunk gaberdine, cut on generous lines to ensure perfect comfort and freedom, and neatly finished.

Ready to wear in all sizes or made to your individual measures, and style.

FLANNEL BLAZERS

MACINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS

Alexandra Bldg. Des Vaux Road.

G. FALCONER & CO. (HONGKONG) LTD.

UNION BUILDING (OPPOSITE G.P.O.)

**WATCH & CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.**

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

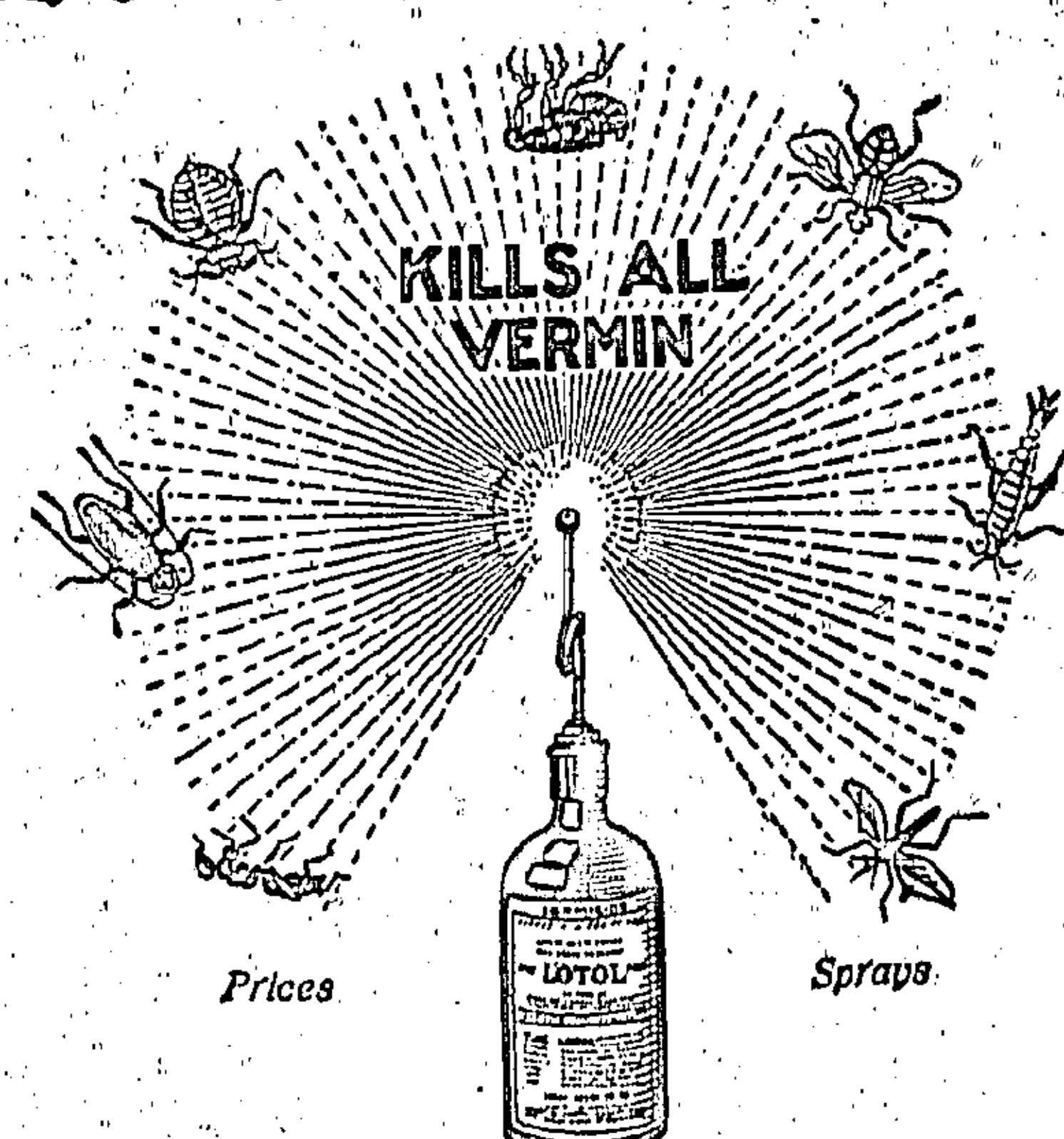
Agents for:

British Admiralty, Death Sextants, Night Glasses etc.
Kelyon Navigational, Stanley Drawing Instruments
Ross London Telescopes & Binoculars, Wait's theodolites, Levels etc.

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established 1855.



LOTOL
KILLS ALL VERMIN

Sold by

A. S. WATSON & CO., LTD.

Sole Agents:—

And all Chemists & Stores.

B-4

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE.

CAMERA NEWS



PRETTY WEDDING.—This group was taken at the wedding of Mr. N. M. Currie and Miss E. M. Ferguson at Union Church on Wednesday. (Photo: Mee Cheung.)



BRIDAL GROUP.—Above is the bridal group taken at the wedding of Mr. James E. Needham and Miss N. F. Lloyd. (Photo: Ming Yuen.)



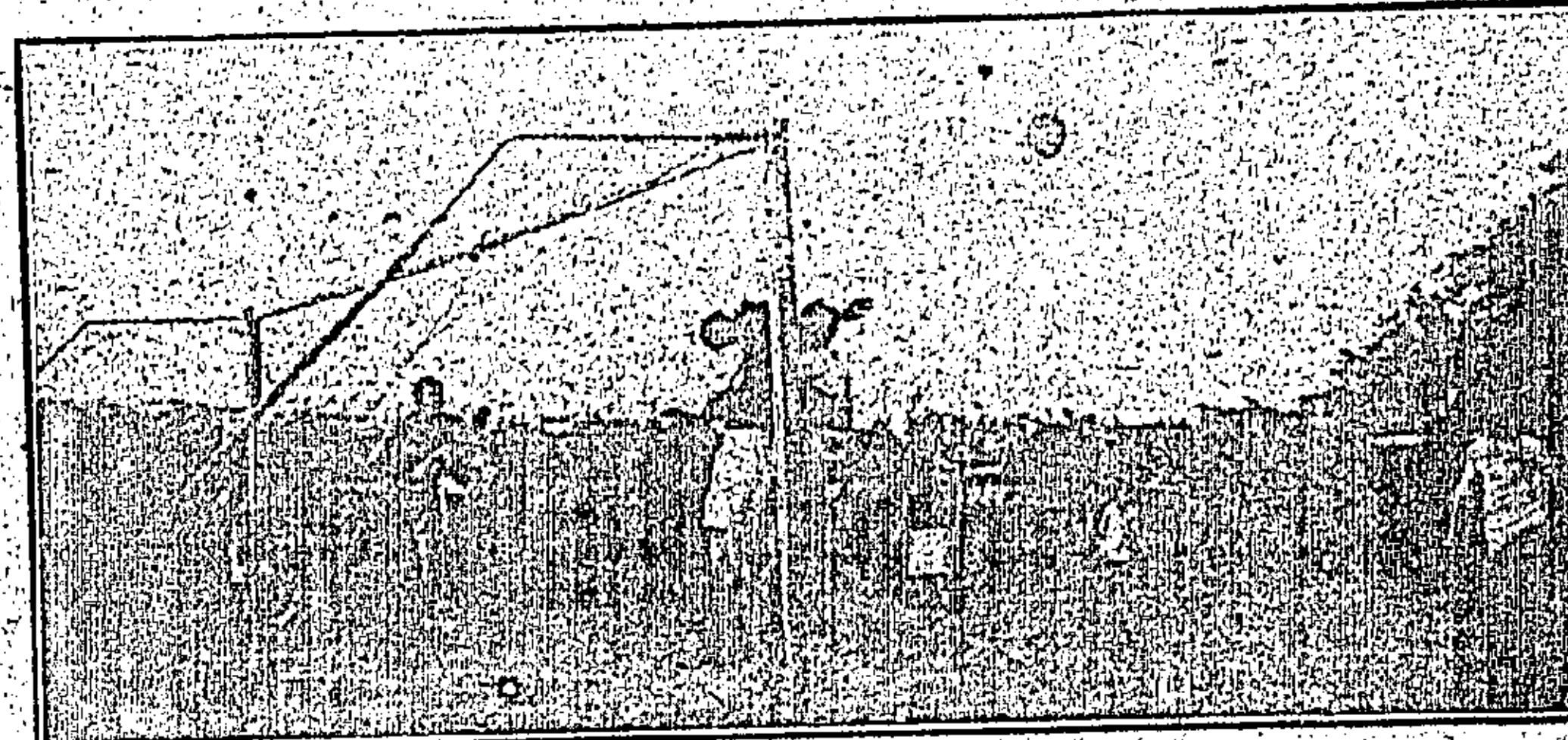
VOLUNTEER RIFLE MEETING.—A scene at the ranges at Kowloon City during the Hongkong Volunteer Defence Corps annual rifle meeting. (Photo: Ming Yuen.)



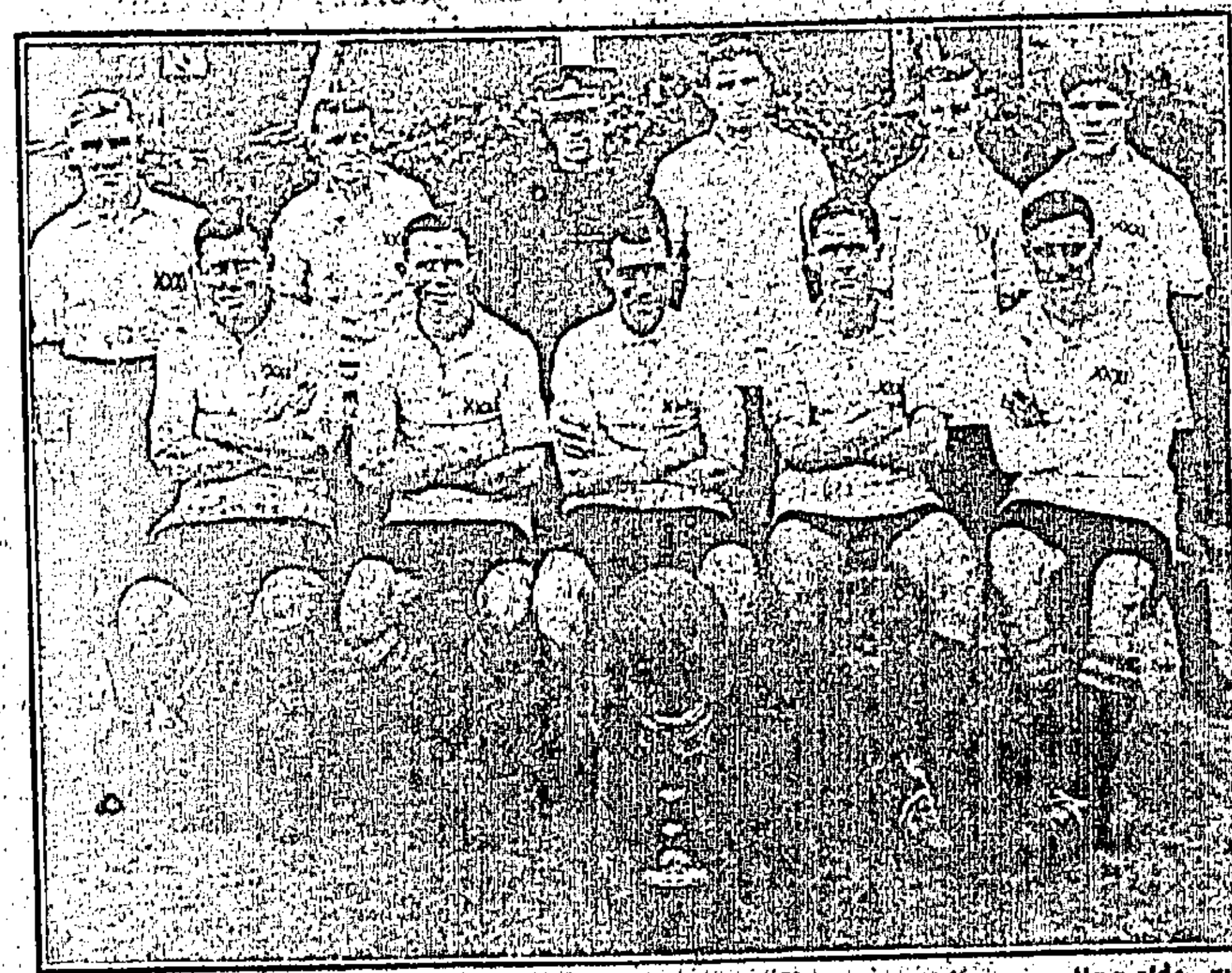
A HAPPY GROUP.—A smiling group of competitors at the V. Juntos' annual rifle meeting. (Photo: Ming Yuen.)



AT THE RIFLE RANGE.—Another picture taken at the annual rifle shoot of the Defence Corps. (Photo: Ming Yuen.)



HARD PRESSED.—A thrilling moment during the football match between the Surrey Regiment and "The Rest," showing the latter's goal under pressure. (Photo: Ming Yuen.)



LEAGUE CHAMPIONS.—The Surrey's football team, a fine sporting side, with the League championship trophy. (Photo: Ming Yuen.)



CUP PRESENTATION.—Here Charlesworth, the Surrey's captain, is seen receiving the League cup from Mrs. Luard, wife of the General Officer Commanding. (Photo: Ming Yuen.)

SHARE QUOTATIONS.

Stock Exchange.	Sharebrokers' Association.
Banks.	
H.K. & S. Bank	1230
(London)	2130
Chartered Bank	2201
Merchants Bank A & E	2201
Merchants Bank C	2111
E. & O. Bank	2111
Bank of E. Asia	100
Marine Insurances.	
Canton	757
China Underwriters	2.90
North China	270
Union	45
Yangtze	255
Fire Insurances.	
China Fire	200
H.K. Fire	650
Shipping.	
Douglas	54
H.K. Steamboats	371
H.M. Tugs	38
Indos (Prof.)	120
Indos Def. Lon/Reg.	120
Indos Def. H.K. Reg.	85.7
Shells	67
Water-borne	171
Oriental Navigation	255
Refineries.	
China Sugars	60
Malayan	53
Mining.	
Bongnet-Consol.	2.60
Kailan	57.7
Langkate Combined	264
Shai Explor. New Issue	3.30
Transvaal	56.6
Ural Caspian	8.7
Docks Wharves, Godowns &c.	
H.K. Wharves	191
K. Docks	121
Hongkong Wharves	203
New Engineering	127
Shanghai Docks	128
Lands, Hotels & Buildings.	
H.K. Hotels (cum rta.)	16
Do. (New) Prem.	80
H.K. Developments	86
H.K. Realty	41
H.K. Territories	3.60
Humphreys Estate	150
Princes Building	150
Cotton Mills.	
Ewo Cottons	12
Oriental	3.90
Shanghai Cottons Old	60
Shanghai Cottons New	301
Miscellaneous.	
Canton Ice	7
Cementa (cum rta.)	21
Do. (New) Prem	311
Do. (Com.)	32
China Buses	24
China Light	19
Do. New	17
Do. (Com.)	331
China Providents Old	161
Do. New	141
Constructions	41
Dairy Farms	261
Der Wing (f.p.)	10
Do. (p.p.)	5
Electric H.K.	721
Electric Macao	62
Hongkong Ropes Old	18
H.K. Ropes (New) Prem.	10.70
Ropes (Combined)	41
Hongkong Tramways	41
Lane Crawford	103
Mackintosh	211
Peak Trams	23
Peak Trams New	8
Sinceres	131
Taxis	14
Watsons Old	20
Do. New	14
Wm. Powells	14
Nanyang Tob.	91

Hongkong April 18, 1925.

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Impending Departures.

Vessel	Agents	Destination	Sailing
Ozaka M.	NYK	Yokohama	18th
Helena	B & S	Suez	19th
Mingasing	J.M. & Co.	Hollow	20th
Loksang	J.M. & Co.	Swatow	20th
Yatsing	J.M. & Co.	Manila	20th
Yuanang	J.M. & Co.	Calcutta	20th
Kytsang	J.M. & Co.	Hamburg	20th
Ningchow	B & S	Canton	20th
Hakozaki M.	NYK	Yokohama	21st
Yuanang	J.M. & Co.	Tientsin	21st
Nagoya	P & O	Poonchow	21st
Haiching	D.L. Co.	Manila	22nd
Philippines	B & S	Vancouver	22nd
Shidzuoka M.	NYK	Shanghai	23rd
Hiei M.	NYK	Kobe	23rd
Nagoya	P & O	Moji	23rd
Wosang	J.M. & Co.	Shanghai	24th
Haining	D.L. Co.	Bangkok	24th
Moji M.	NYK	Calcutta	25th
Takao M.	NYK	Singapore	25th
Chipping	J.M. & Co.	Tientsin	26th
Washing	J.M. & Co.	Swatow	26th
Deesang	J.M. & Co.	Haiphong	26th

Impending Arrivals

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Hakozaki M.	NYK	Shanghai	20th
Siberian Prince	Far E.	Shanghai	20th
En. of Asia	C.P. & Ld.	Shanghai	22nd
Siberian M.	T.K.K.	Yokohama	25th
Dioned	B & S	Yokohama	27th
Makusan M.	NYK	Suez	28th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be in by	Examination Date
Neosodi	G.L.	Kowloon	Apr. 20	Apr. 30	Apr. 20
Andre Lebon	R.R.	Kowloon	Apr. 20	Apr. 22	Apr. 18
Pres. Monroe	D.S.L.	Kowloon	Apr. 20	Apr. 18	Apr. 18
Pres. Jackson	A.O.L.	Kowloon	Apr. 21	Apr. 20	Apr. 20
Calchas	B & S	Holt's	Apr. 22	May 6	Tues. & Fri.
Menlar	B & S	Holt's	Apr. 22	May 6	Tues. & Fri.

Steamers' Movements.

Empress of Asia arrived at Nagasaki on the 17th April 10.30 a.m. leaves Nagasaki on the 17th April 7 p.m. and is due at Shanghai on the 19th April 8 a.m.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorized Capital - \$50,000,000

Issued and Fully Paid-up - \$20,000,000

Reserve Fund - \$4,500,000

Sterling - \$25,000,000

Silver - \$20,000,000

Reserve Liability of Proprietors - \$20,000,000

COURT OF DIRECTORS:

G. M. Young, Esq. Chairman

H. P. White, Esq. Deputy Chairman

B.D.F. Belth, Esq. Hon. Mr. A.O. Lang

W.H. Bell, Esq. W.L. Patterson, Esq.

A.H. Compton, Esq. J.A. Plummer, Esq.

Hon. Mr. P.H. Holyoak, T.G. Woolf, Esq.

Chief Manager

A. H. Barlow, Esq.

Manager: Shanghai - G. H. Stitt, Esq.

LONDON BANKERS:

WESTMINSTER BANK LTD.

CURRENT ACCOUNTS OPENED

IN LOCAL CURRENCY AND

FIXED DEPOSITS RECEIVED FOR

ONE YEAR OR SHORTER PERIODS IN

LOCAL CURRENCY AND STERLING ON

TERMS WHICH WILL BE QUOTED ON

APPLICATION.

Hongkong, 21st. Feb., 1924.

HONGKONG SAVINGS BANK.

The Business of the above Bank is

conducted by the HONGKONG AND

SHANGHAI BANKING CORPORATION.

Rules may be obtained on

application.

INTEREST ON DEPOSITS IS CALCULATED

ON THE LOWER BALANCE DURING EACH

MONTH. Should there be no balance on

any day in a month no interest will be

allowed for that month.

Depositors may transfer at their option

Balances of \$100 or more to the HONG-

KONG AND SHANGHAI BANK TO BE

PLACED ON FIXED DEPOSIT AT OUR

PREV. RATES.

For the Hongkong and Shanghai Bank-

ing Corporation. A. H. BARLOW,

Chief Manager.

Hongkong, 7th. January 1925.

司公理管業資法中

SOCIETE FRANCAISE DE

GERANCE.

DE LA BANQUE INDUSTRIELLE

DE CHINE.

ETABLISSEMENT FRANCO

CHINOIS

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:

74, Rue St. Lazare, Paris.

Capital France.....\$10,000,000

Reserve France.....\$10,700,000

Working fund provided by

THE BANQUE INDUSTRIELLE

DE CHINE

France 50,000,000

BANKERS.

FRANCE - Societe Generale Banque

et Nationale de Credit, Banque de

Paris et de Pays Bas.

LONDON - Midland Bank Ltd.

NEW YORK - Irving Bank, Columbia

Trust Co.

Every description of Banking and

Exchange Business Transacted. Corre-

spondents throughout the world.

M. M. FITZ-HENRY,

Manager.

ORIENTAL COMMERCIAL

BANK, LTD.

HEAD OFFICE:

50, Des Voeux Road Central, Hongkong.

BRANCHES:

SHANGHAI

Correspondents: - London: West-

minster Bank Ltd; New York:

Citibank; Canton: San Francisco:

Union Trust Co. of San Francisco;

Canton Bank.

Authorized Capital.....\$5,000,000

Paid-up Capital.....\$1,500,000

Modern banking in all its branches

Current accounts savings accounts

and fixed deposits solicited. Loans

granted on approved security.

Overseas banking a specialty.

INTEREST - Current accounts 2 per

cent savings 4 per cent. Fixed deposits,

3 months 4 per cent. 6 months 4 1/2 per

cent, one year 5 per cent.

Safe Deposit Boxes for Rent.

Our Vaults safeguarded by time

clocks and double combinations.

Armour plate steel doors.

J. Y. LUM,

Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential

Mandate of the Republic of China on the

22nd of November, 1917.)

Authorized Capital.....\$50,000,000

Paid-up Capital.....\$15,278,600.00

Reserve Funds.....\$9,598,475.24

HEAD OFFICE: PEKING.

HONGKONG BRANCHES:

4, Queen's Road Central.

Branches and Sub-branches all over

China and correspondents in Europe,

America and other parts of the world.

LONDON BANKERS - The National

Provincial and Union Bank of England

Ltd.

The Guaranty Trust Company of New

York.

NEW YORK BRANCHES - The

Equitable

Trust Company of New York.

Interest allowed on Current Accounts

and Fixed Deposits. Terms on applica-

tion.

Every description of Banking business

transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSU YEE PEI,

Manager.

BANKS.

NEDERLANDSCH INDISCHE HANDELSBANK

Established 1853.

Paid-up Capital and Reserve Fund Gldrs.....76,500,000-£6,375,000

HEAD OFFICE: -AMSTERDAM

EASTERN HEAD OFFICE: -BATAVIA

BRANCHES:

Amoy, Ampenan, Bandong, Bombay, Calcutta, Cheribon, Gorontalo, Hongkong,

Kobe, Makassar, Medan, Monro, Palembang, Pekalongan, Probolinggo, Rotterdam,

Semarang, Shanghai, Singapore, Soerabaya, Swatow, Tegal, The Hague, Tjilatjap,

Wetervreden.

LONDON REPRESENTATIVE - F. S. Wright, 27, Old Broad Street,

London, E. C. 2.

CORRESPONDENTS:

LONDON - Midland Bank, Ltd., Overseas Branch, Westminster Bank, Ltd.,

Foreign Branch, N. M. Rothschild & Sons and Swiss Bank Corporation.

NEW YORK - Chase National Bank, Farmers Loan & Trust Co., Irving

Bank - Columbia Trust Co., Goldman, Sachs & Co., New York Trust Co.

And in all the principal towns of the world.

EVERY DESCRIPTION OF BANKING & EXCHANGE BUSINESS

TRANSACTION. CURRENT ACCOUNTS, DEPOSITS, etc.

P. MARKS,

Manager.

THE BANK OF EAST ASIA,

LIMITED.

HEAD OFFICE: -HONGKONG.

Authorized Capital - \$10,000,000

Paid-up Capital - \$5,000,000

Reserve Fund - \$1,000,000

DIRECTORS

Hon. Mr. Chow Shou Son - Chairman

Fung Ping Shun Mok Ching Tong

Li Koon Chun Wang Yung Tong

P. K. Kwok Huynh Tai

Ng Ching Luk Kan Yan Po

Pong Wai Ting Chan Ching Shok

Every description of Banking and

Exchange business transacted. Loans

granted on approved securities.

SAFE DEPOSIT BOXES to let.

KANG TONG PO

Chief Manager.

Hongkong, 16th. February 1925.

NEDERLANDSCHE HANDEL

MAATSCHAPPIJ.

(Netherlands Trading Society).

BANK.

Established 1824.

Hongkong Branch established 1906

Authorized Capital Guilderd.....150,000,000

Paid-up Capital Guilderd.....(212,500,000)

Reserve Fund Guilderd.....(2,600,000)

Special Reserves Guilderd.....(2,600,000)

HEAD OFFICE: -AMSTERDAM.

EASTERN HEAD OFFICE: -BATAVIA.

BRANCHES:

Bandjermasin Kota-Radja Rotterdam

Bandong Macassar Samarang

Bombay Medan Shanghai

Calcutta Padang Soerabaya

Cheribon Palembang Soerakarta

Djember Penang Tegal (Solo)

Djakarta Pontianak Tjilatjap and

Kobe Rangoon Wetervreden

The Hague Batavia National Provincial

Bank, Ltd.

Correspondents all over the world.

BANKING BUSINESS OF EVERY

DESCRIPTION.

W. H. GROSKAMP,

Agent.

THE P. & O. BANKING

CORPORATION, LTD.

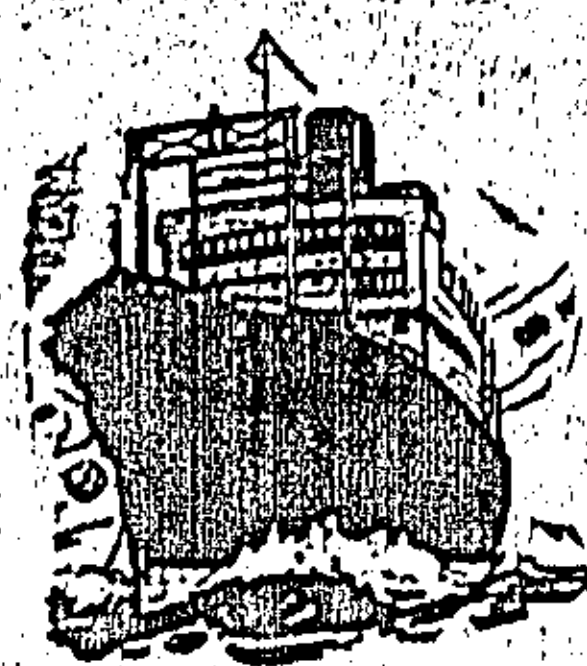
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With which is affiliated

THE ALLAHABAD BANK, LTD.

INDIA.

Authorized Capital.....\$5,



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VISIT CAIRO and THE HOLY LANDS

The DOLLAR LINE steamers call at Suez, Port
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visit Cairo for two days, connecting with your
steamer at Alexandria. Thence to

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ROUND THE WORLD

NEXT SAILING

President Harrison Apr. 28th 8 a.m.

The President Liners are noted for Excellent
Cuisine; Courteous and Efficient Service by
Chinese Stewards; Fresh Fruits and Vegetables;
Commodious, Comfortable Staterooms; Ample
Deck and Lounging Spaces; Oil Fuel which
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American Orchestras furnish varied musical
Selections.

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AMERICAN ORIENTAL MAIL LINE

TRANS-PACIFIC EXPRESS SERVICE.
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MCKINLEY" April 27th at 5 p.m.
"PRESIDENT JEFFERSON" May 8th at 5 p.m.
"PRESIDENT GRANT" May 21st at 5 p.m.
"PRESIDENT MADISON" June 2nd at 5 p.m.

EUROPE

See Seattle-Chicago-New York
£120-£112-£110

TO MANILA

"PRESIDENT MCKINLEY" April 19th at 5 p.m.
"PRESIDENT JEFFERSON" May 1st at 5 p.m.

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Through Bills of Lading to all United States and Canadian Overland Points
also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file
in our Offices SEATTLE, CHICAGO, NEW YORK.
For Passage and Freight Booking apply to

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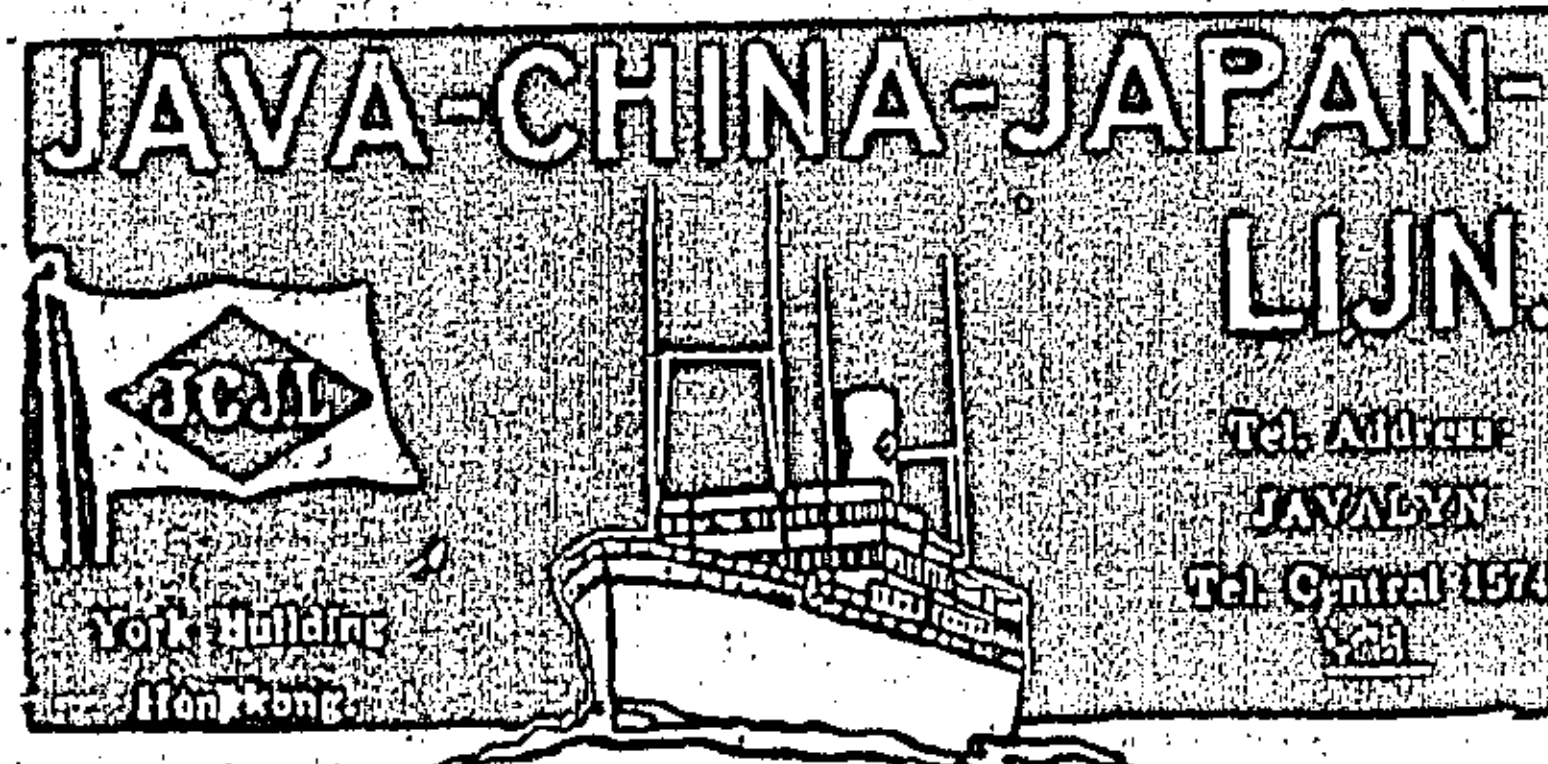
Operated for

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REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

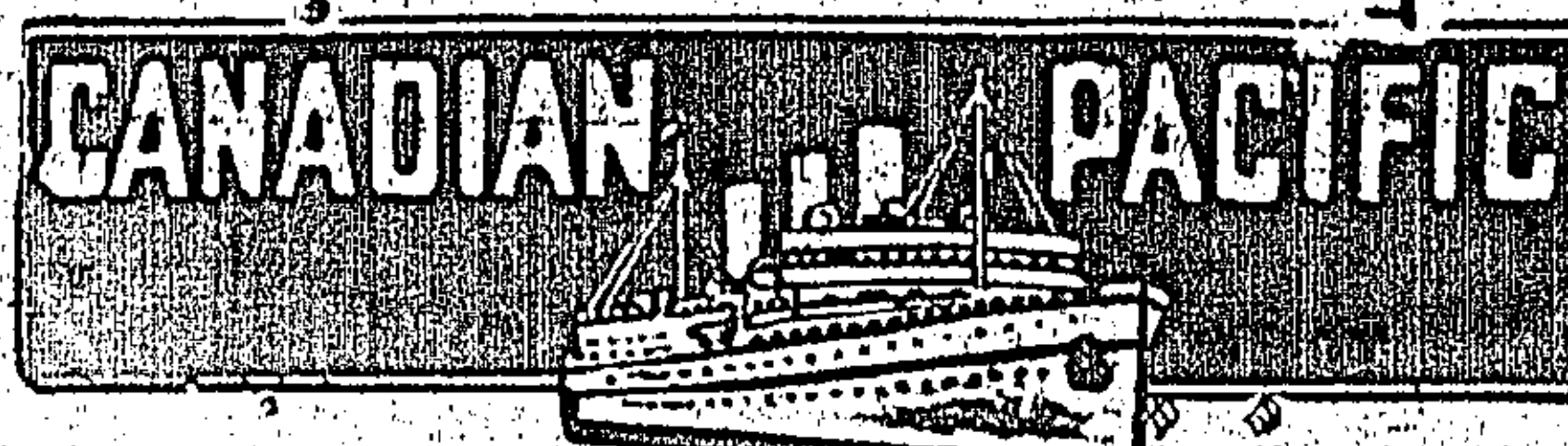
Steamers	From	Expected on or about	Will leave on or about	For
Tjisalak	Daly	In Port	18th Apr.	Batavia
Tjilatjap	Java	20th Apr.	25th Apr.	Javanian Milk
Tjikini	Java	22nd Apr.	25th Apr.	Amoy & S'hai
Tjiluwong	Amoy	23rd Apr.	25th Apr.	Java & Mak.
Tjilboet	Japan	25th Apr.	27th Apr.	Batavia
Tjisondari	Batavia	26th Apr.	30th Apr.	Shanghai
Tjitaroem	Java	28th Apr.	1st May.	Japan via Yok.
Tjikembang	Daly	4th May.	6th May.	Batavia

†Via Makassar
†Via Batavia

T's steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the

Java-China-Japan Lijn.

PACIFIC SHIPPING



HOME VIA CANADA

HONGKONG TO ENGLAND

via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
Empress Asia	May 1	Montcalm	May 21
Empress Canada	May 15	Empress Scotland	June 10
Empress Russia	May 29	Montcalm	June 25

Other Atlantic Sailings every few days to Liverpool,
Southampton, Glasgow, Belfast, Antwerp, Oporto and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Two Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary
Winnipeg, Montreal and Quebec.

Use Dominion Express Travellers' Cheques—Payable Anywhere.

HONGKONG—MANILA SERVICE.

From	Due	From	Due
Hongkong	Apr. 23	Manila	Apr. 25
Apr. 27	Manila	Apr. 29	Hongkong
May 1	Manila	May 3	Hongkong

Passenger Department: Tel. C. 552 Cable: GAGANPAO
Freight and Express: Tel. C. 42 Cable: NAUTILUS



HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, KOBE, YOKOHAMA & HONOLULU

Connecting at San Francisco with Southern Pacific.

Santa Fe & Western Pacific Railroads.

Sailing from Hongkong

S.S. "SHINYO MARU"

(22,000 Tons Displacement)

will be despatched

Tuesday, April 21st, at Noon.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South

America via Japan, Hawaii, San Francisco.

Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

BOKUYO MARU	June 8th
RAKUYO MARU	July 22nd

Y. TSUTSUMI, Manager.

Agents at Canton: King's Building.

Messrs T. E. GRIFFITH, Ltd. Tel. Nos. C. 2874 & 2875.

KONINKLYKE PAKETVAART

MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 23rd Apr.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths,
English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
services to all destinations in the Netherlands East Indies and
Australia.

Agents—JAVA CHINA JAPAN LIJN.

Telephone Central No. 1574. York Building. Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hkg. and Sailing for S'hai & Japan	Pro. Sailing from H'kong for M'Ues
PAUL LECAT			26th Apr.
ANDRE LEBON			10th May
AMBOISE	26th Mar.	27th Apr.	24th May
CHANTILLY	9th Apr.	11th May	7th June
PORTHOS	23rd Apr.	25th May	21st June
ANGEOR	7th May.	8th June.	5th July.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

A Class } 1st Class £95.00 B. Class } 1st Class £83.00
Steamers } 2nd Class £68.00 Steamers } 2nd Class £60.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

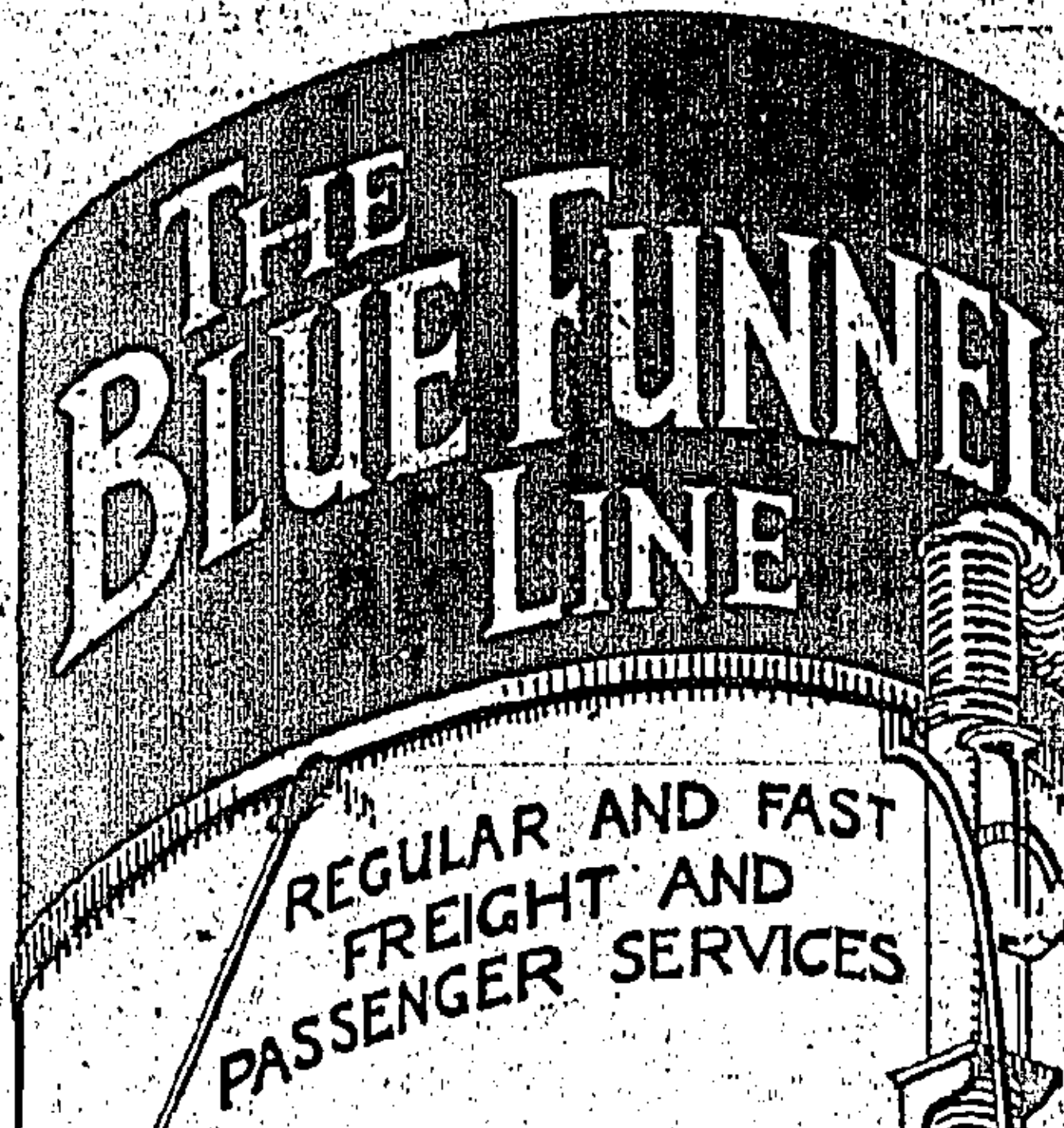
LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "COMMISSAIRE RAMEL" from Dunkirk, London, Havre
is due to arrive about 22nd April.

For full particulars apply to:

Telephone Central 74 Messageries Maritimes Co
3 Queen's Building.

PACIFIC SHIPPING



LONDON SERVICE

"LYCAON"	20th Apr.	Marseilles, London, Rotterdam & Hamburg
"HECTOR"	5th May.	Marseilles, London, Rotterdam & Hamburg
"GALCHAS"	18th May.	Atlix, London Rotterdam & Hamburg
"MACHAON"	25th May.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"NINGHOV"	20th Apr.	Genoa, Marseilles, Liverpool & Glasgow
"AJAX"	1st May.	Marseilles, Havre, Liverpool & Glasgow
"OANFA"	20th May.	Genoa, Marseilles, Liverpool & Glasgow
"AUTOMEDON"	1st June.	Marseilles, Liverpool & Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA)		
"PHILOCTETES"	22nd Apr.	Victoria, Seattle & Vancouver.
"TALTYBIUS"	15th May.	Victoria, Seattle & Vancouver.

NEW YORK SERVICE

(via SUEZ or PANAMA)		
"HELENUS"	19th Apr.	Boston, New York & Baltimore via Suez
"JASON"	7th May.	Boston, New York & Baltimore via Suez
"DIOMED"	7th June.	Boston, New York & Baltimore via Suez

PASSENGER SERVICE

"HECTOR"	5th May.	Singapore, Marseilles London.
"SARPEDON"	16th June.	Singapore, Marseilles London.
"PATROCLOS"	28th July.	Singapore, Marseilles London.
"ANTENOR"	23rd Aug.	Singapore, Marseilles London.
"HECTOR"	20th Oct.	Singapore, Marseilles London.
"SARPEDON"	17th Nov.	Singapore, Marseilles London.

Also cargo steamers with limited passenger accommodation at
specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents.

A MERICAN FAR EAST LINE

OPERATED FOR

UNITED STATES SHIPPING BOARD

By Struthers & Barry, Managing Operators

REGULAR FAST FREIGHT SERVICE

TO SAN FRANCISCO & LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE

(23 days to San Francisco—28 days to Los Angeles.)

U.S.S.B. "West Cajoot" Due Hongkong 17th Apr.

Leave Hongkong 19th Apr.

U.S.S.B. "West Sequana" Due Hongkong 9th May.

Leave Hongkong 11th May.

Cargo accepted for transshipment at San Francisco to weekly sailings for
Atlantic seaboard ports. Through bills of lading issued to U.S. and Canadian
Overland ports.

TO MANILA, CEBU, TABACO & ILOILO.

U.S.S.B. "West Jester" Due Hongkong 21st Apr.

Leave Hongkong 22nd Apr.

TO MANILA.

U.S.S.B. "West Prospect" Due Hongkong 29th Apr.

Leave Hongkong 30th Apr.

Through bills of lading issued to all ports not served

For full information apply to

STRUTHERS AND BARRY.

Phone Central No. 3008. 1st Floor Queen's Building
L. EVERETT, INC. A. Schofield.
General Agents. B.A. Agent.
Japan, China, Philippine Islands, Indo-China, Straits Settlements

CONSIGNEES

NOTICE TO CONSIGNEES

THE BEN LINE STEAMERS.
LIMITED.

From MIDDLESEBRO.
ANIWERP, LONDON &
STRAITS.

The Steamship
"BENLEDI"

CONSIGNEES of Cargo are
hereby informed that all goods
are being landed at their risk
into the hazardous and/or extra
hazardous godowns of the Hong-
kong and Kowloon Wharf and
Godown Co., Ltd., whence and
or from the wharves, delivery
may be obtained.

No claims will be admitted
after the goods have left the go-
downs, and all goods remaining
undelivered after the 20th inst.
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 30th
inst., or they will not be re-
cognised.

All broken, chafed and damag-
ed goods are to be left in the go-
downs where they will be exam-
ined on the 20th inst. at 10 a.m.
No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON AND
CO., LTD.,
Agents.

Hongkong, 13th. April 1925.

NOTICE TO CONSIGNEES

LLOYD TRIESTINO S. N. CO

The Steamship

"DUCHESSE D'AOSTA"

From Trieste, Venice, Brindisi,

Port Said, Massana, Aden

Colombo, Penang and

Singapore.

CONSIGNEES of cargo are

hereby informed that all

Goods are being landed at their

risk into the Godowns of the

Hongkong and Kowloon Wharf

& Godown Company, Ltd., at

Kowloon, whence and/or from

the wharves delivery may be

obtained.

Optional Cargo will be forward-

ed unless notice to the contrary

be given before 15th inst.

No claims will be admitted

after the Goods have left the

Godowns, and all Goods remain-

ing undelivered after the 21st

inst. will be subject to rent.

All claims against the steamer

must be presented to the under-

signed on or before the 30th inst.

or they will not be recognized.

All broken, chafed, and damag-

ed Goods are to be left in the

Godowns, where they will be

examined on the 21st inst. at 10

a.m. by our surveyors Messrs.

Goddard & Douglas.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

DODWELL & CO., LTD.,

Agents.

Hongkong, April. 15th. 1925.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

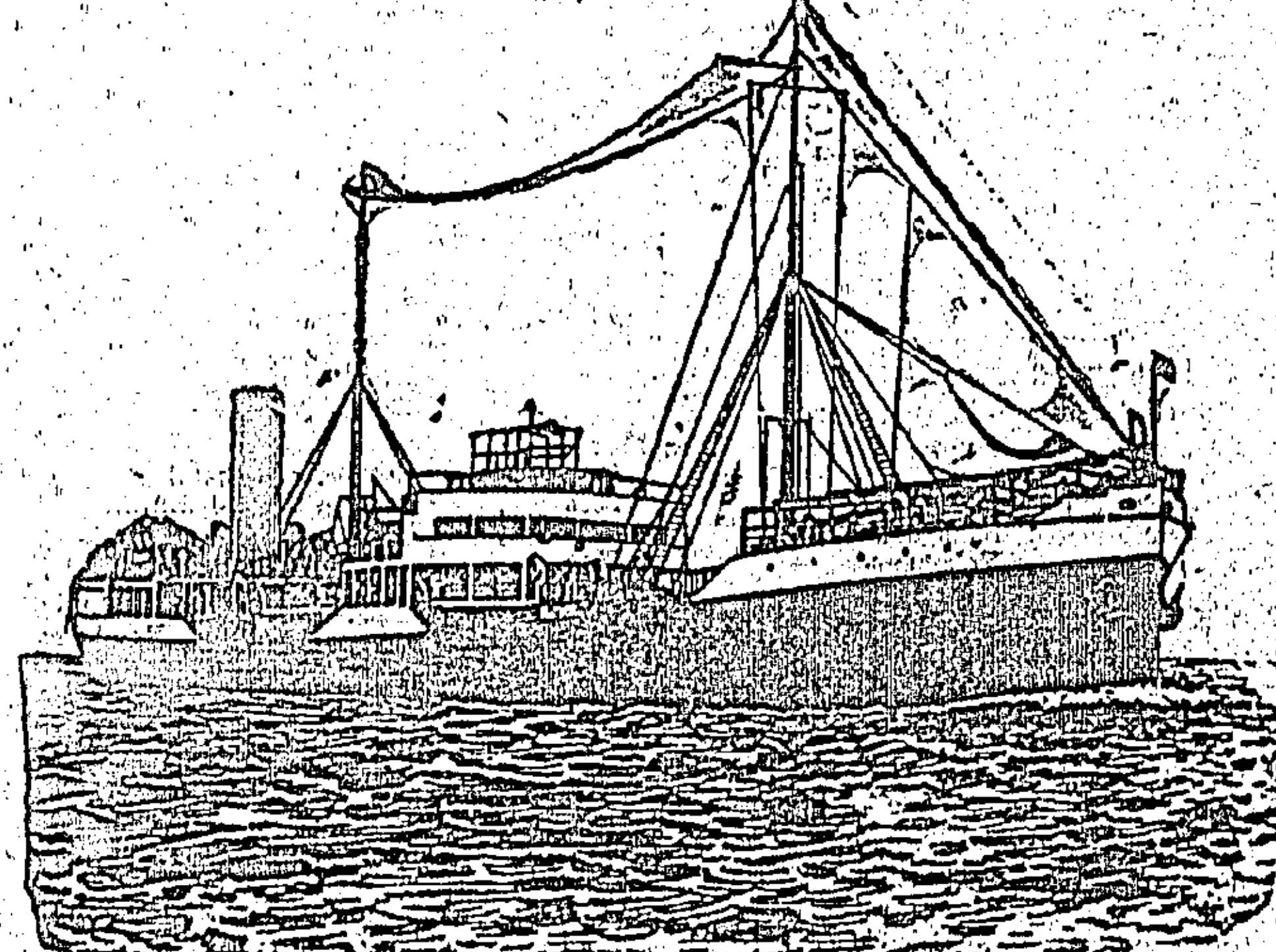
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

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412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK
to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar
vessels built in these works to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

Shipping Europe, Australian, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Suez, Java and Burma, Ceylon India, Persian Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTHRIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KARMALA	9,098	18th Apr. noon	M's, A'warp, L'don & Hull
NAGORE	5,283	21st Apr. noon	S'pore, Pang, C'bo & B'bay
LABORE	5,252	28th Apr.	Singapore & Bombay
MACEDONIA	11,089	2nd May	Marseilles & London
ALPORA	5,273	13th May	S'pore, Pang, C'bo & B'bay
SARDINIA	6,684	16th May	S'pore, Pang, C'bo & B'bay
SOUDAN	6,696	28th May	S'pore, Pang, C'bo & B'bay
MOREA	10,911	30th May	Marseilles & London
NAGOYA	6,854	31st May	S'pore, Pang, C'bo & B'bay
SICILIA	6,813	10th June	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	13th June	M's, London & Antwerp
DELTA	10,941	27th June	Marseilles & London
KASHMIR	8,985	6th July	S'pore, Pang, C'bo & B'bay
SARDINIA	6,684	11th July	M's, London & Antwerp
MANTUA	1,030	22nd July	S'pore, Pang, C'bo & B'bay
KASHGAR	9,005	25th July	Marseilles & London
MACEDONIA	1,108	22nd Aug.	M's, London & Antwerp
NARUNA	16,237	5th Sep.	Marseilles & London
KARMALA	9,098	19th Sep.	M's, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TALMA	10,000	25th Apr.	S'pore, Penang & Calcutta
TILAWA	10,006	1st May	S'pore, Penang & Calcutta
TALAMBA	8,018	6th May	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	29th Apr.	Manila, S'kan, Thursday Is., Townsville, B'bane, S'ney and Melbourne
TANDA	6,958	3rd June	
ARAFURA	6,000	1st July	

Call at Kolambagan

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hoilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports on route as indicated on offers. Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via the Cape.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NAGOYA	6,854	23rd April	Shanghai, Moji & Kobe
TAKIWA	7,936	28th April	Kobe
MOREA	10,911	1st May	Shanghai, Moji, Kobe & Yokohama
SOUDAN	6,696	1st May	Shanghai & Kobe
TAIREA	7,933	5th May	Kobe
TANDA	6,958	9th May	Moji, Kobe & Yokohama
KALYAN	9,118	15th May	Shanghai, Moji, Kobe & Yokohama
SICILIA	6,813	15th May	Shanghai & Kobe
TAKADA	6,949	17th May	Kobe
MALWA	10,941	29th May	Shanghai, Moji, Kobe & Yokohama
ARAFURA	6,000	6th June	Moji, Kobe & Yokohama
KASHMIR	8,985	12th June	Shanghai, Moji & Kobe
DELTA	8,097	12th June	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to

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GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
CARNARVONSHIRE	30th April	GLENG RRY	30th April
CARNARVONSHIRE	14th May	GLENG RRY	1st May
GLENG RRY	3rd June	CARNARVONSHIRE	20th May
GLENG RRY	11th June	CARNARVONSHIRE	9th June

Movements are subject to change without notice.

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JARDINE MATHESON & CO., LTD.
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Telephone Central No 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hk. for M'la Port Banga, Thurs. Is & A'lian Ports
TAIYUAN	4th May	9th May

This steamer is fitted with refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duty qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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COMPANIA TRANSATLANTICA DE BARCELON

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY	23rd May
LEGAZPI	14th July
YOKOHAMA, KOBE, MOJI & SHANGHAI	
ISLA DE PANAY	4th May
LEGAZPI	25th June

The steamers of this Company are all classed 100 At at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply to:-

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Telephone Central No. 1331.
O. D. FARRETT, Ltd., 18 Central Avenue, B. C. CANTON.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America G. 1405. G. 1420. G. 1440

SHIZUOKA MARU ... Thursday, 23rd Apr. at 11 a.m.

YOKOHAMA MARU ... Friday, 15th May.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKONE MARU ... Saturday, 25th Apr. at 11 a.m.

SUWA MARU ... Saturday, 9th May, noon.

HAMBURG via LONDON & ROTTERDAM & Ports.

TSUSHIMA MARU ... Saturday, 9th May.

LIVERPOOL via ADEN & MARSEILLES.

DELIGOA MARU ... (Calls Saigon) ... Wednesday, 13th May.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 20th May.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 11th May.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... (Calls D. Bay & P. E.) ... Friday 8th May.

BOMBAY via Singapore & Colombo.

HAKATA MARU ... Tuesday, 28th Apr.

TAMBA MARU ... Friday, 1st May.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Sunday, 19th Apr.

MOJI MARU (S'pore, Pang, Rangoon) ... Friday, 24th Apr.

MALACCA MARU ... Thursday, 30th Apr.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 14th May.

SHANGHAI, KOBE & YOKOHAMA.

HAKOZORI MARU ... Monday, 20th Apr.

HEIYO MARU ... (Moji direct) ... Thursday, 23rd Apr.

TOTTORI MARU ... (Moji direct) ... Monday, 27th Apr.

HAKUSAN MARU ... Tuesday, 5th May.

For further information apply to:- NIPPON YUSEN KAISHA.

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DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" ... Sails about 8th Apr.

S.S. "DACE CASTLE" ... Sails about 10th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD: FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA" ... Sails about 12th Apr.

S.S. "SILVIO PELLICO" (cargo only) Sails about 18th Apr.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ... Sails about 13th Apr.

S.S. "DUCHESSA D'AOSTA" ... Sails about 3rd May.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails about 31st May.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.,

Telephone Central 1030.

Agents.

OREGON ORIENTAL LINE

Operated for

UNITED STATES SHIPPING BOARD
by COLUMBIA PACIFIC SHIPPING COMPANY

"25 days HONGKONG to PORTLAND."

Steamer For Portland via Japan Ports.

U. S. S. B. West Kador ... April 30th.

U. S. S. B. West Jena ... May 20th.

For Manila, Hoilo & Cebu.

U. S. S. B. West Jena ... April 30th.

U. S. S. B. West O'Rowa ... May 15th.

U. S. S. B. Oakridge ... June 3rd.

Also calls at Zamboanga

All sailings subject to change without notice

Cargo accepted for Manila, Hoilo and Cebu.

Through Bills of Lading issued to all rail overland points in the U. S. A. also to New Orleans, Savannah, Charleston, Norfolk, Baltimore, Philadelphia, New York, Boston, and Portland, Maine, with transshipment at Portland, Ore., via Panama Intercoastal steamers.

ADDRESS

Canton Agents,
JOHN MANNERS & CO.

Room 26 Bank of Canton Building.

6 Des Voeux Road Central.

Telephone Central 4871.

COAST SHIPPING.

THE BANK LINE LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF DURBAN via Suez Canal 25th Apr.

S.S. KANSAS do. 19th May.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

S.S. MARISTON via Suez Canal 30th Apr.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. TRAFFORD HALL 21st April

For Marseilles, London, Rotterdam & Hamburg.

S.S. CITY OF ATHENS 2nd May

For London, Rotterdam & Hamburg.

S.S. CITY OF GLASGOW 14th May

For Marseilles, London, Antwerp & Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

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Loading for Mauritius, Delagoa Bay, Durban, East London, Alagoa Bay, Port Elizabeth, Mossel Bay & Capetown.

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Sailings from Hongkong.

S.S. HELENUS ... via Suez Canal ... 19th Apr.

S.S. CITY OF DURBAN ... via Suez Canal ... 25th Apr.

S.S. JASON ... via Suez Canal ... 7th May.

S.S. KANSAS ... via Suez Canal ... 19th May.

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Hailong ... W. S. Turnbull ... TUES. 21st inst. at 1 p.m.

Hailong ... A. H. Stewart ... FRI. 24th inst. at 4 p.m.

Hailong ... Ellis Walker ... TUES. 28th inst. at 1 p.m.

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Douglas LaPrak & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Hailong", "Hailong" & "Hailong" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

S.S. CONFUCIUS ON VIEW.

RENAMED SHIPS AT HOME DAY.

The late s.s. Lake Fielding, now renamed Confucius, was open to visitors yesterday at her wharf off Wing Lok Street, when Captain Finn Malm, (master), Mr. Tsui Tong and Mr. Noon Lee acted as hosts to the large number of guests who took advantage of the invitation to inspect the ship.

The vessel was decorated with bunting, and the fore hold was fitted out as a buffet, at which entertainment, liquid and solid, was generously provided. A convivial time was spent and it was not until a late hour that the last of the visitors left.

Mrs. J. CRAWFORD,

Expert Masseuse,

No. 2, Duddell Street,

3rd. floor, Hongkong.

American Oriental Mail Line.

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Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
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GRILL ROOM

Telegrams "Europe Singapore".
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Managing Director.

Queen's Theatre

To-day, at 5.15 and 9.15 p.m.

To-morrow Sunday, at 6 & 9.15 p.m.

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and
RUDOLPH VALENTINO

"CAMILLE"

The world's greatest drama of love and
sacrifice by Alexander Dumas, the Younger

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"BLACKSMITH"

A Buster Keaton Comedy in 2 pts.

Coming Here April 24th

"CARTER"

The Great Magician and His Troupe

of European Entertainers.

ODASCHEAM

If in washing water, you drop odascheam,
Any facial creases decrease.
It maketh the skin, to glow and to gleam,
By its use, irritation will cease.
And if when you shave you will but use me,
You'll find the shave easy, and much smoother be.

From chemists and stores 75 cents only per bottle.

CAN A MONKEY THINK?
In the autumn of 1902, writes a
correspondent to a London paper,
I brought back a monkey from
Douglas, in Griqualand West,
which had been captured there
when quite young. A monkey
many instances of intelligence
I have seen it shown a natural
history book with coloured
illustrations. He helped to turn
the pages neatly with one finger,
and at once recognised monkeys
with evident pleasure.

**DEFENCE CORPS
PARADE.****INSPECTION BY MAJOR
GENERAL LUARD.****A FINE TURNOUT.**

The annual inspection of the
Hongkong Volunteer Defence
Corps was held yesterday evening
on Murray Parade Ground,
and a smart body of men
paraded, some 400 strong. The
Mounted Infantry and Armoured
Car Section were on the ground
beforehand, as well as the Artil-
lery batteries. About a quarter
to six the Pipe Band led the
Engineers, Machine Gunners,
Infantry, Scottish and Reserves
on to the ground, where a big
throng of spectators had as-
sembled on all sides. The men
marched on smartly, and took up
positions facing Garden Road.

At six o'clock, the G.O.C., Major
General C.C. Luard, arrived with
his staff, and was received by the
Volunteer Commandant, Lt. Col.
L. G. Bird, D.S.O., the troops pre-
sented arms. The General then
proceeded to inspect the various
units, saying a few words here
and there to the men who were
wearing more than the usual dis-
play of medals, some going back
to the South African war. The
inspection over, General Luard
took up his position at the salu-
tary base, the troops marching past
in review order, and a few minutes
later they formed up on three
sides of a square for the General's
address.

The G.O.C. complimented the
Corps, both on its increase in num-
bers and smartness on parade.
He thought their movements and
marching had been excellent.

G.O.C.'s Speech.

Major General Luard said the
strength of the Corps last
year was 310 and this year
452. That increase was very satis-
factory. It was not due to any
special circumstances, but to solid
work on the part of Officers,
N.C.O.'s and men of the Corps in
showing that the Corps was a real
and solid contribution to the pro-
tection of the community.

This was appreciated by the
community and he hoped that it
would lead to a further increase.
But they must remember that
numbers, without efficiency, was
not enough.

In the Artillery Company, the
formation of an additional section
from Taikoo was most satisfactory.
That section won the inter-section
shoot at Taikoo, where both sec-
tions did very well.

Engineer Company.

The reorganization of the En-
gineer Company had placed that
unit in a good position to meet
the present day requirements of the
Corps. The Field Company Sec-
tions, though only formed last year,
had done good work, including
three week-end camps. The unit
was keen and turned out well for
any show.

The Mounted Infantry Company
reminded him of his early days. It
was full of life. The importance
of horsemanship must be remem-
bered; and they must keep their
ponies fit to go on service. It was
difficult with a China pony, but
they must not try to move too fast.
The armoured lorry was a great
accession of strength to the whole
Corps. He hoped it would induce
recruits to join up.

The Machine Gun platoon under
modern conditions was one of the
most valuable units. They should
remember that gun teams must be
expert; and theirs were, as was
shown in the field firing at
Fanling Camp.

Value of Infantry.

The Infantry, as always, were
the backbone of every Corps. In-
fantry work was not always so
exciting or interesting during
peace time as that of other units,
but they must stick to it and not
mind that. They ought to remember
that the Lewis gun was becoming
more and more the weapon of In-
fantry, and a high standard of
skill with it was necessary.

The Reserve Company would
form cadres on which the Corps
could expand in emergency. It
was absolutely necessary; and he
hoped all would join as time for
active service passed.

He was glad to see the Pipe Band
on parade; it constituted a valuable
part of the Corps. In conclusion
General Luard said: "I congratu-
late you, Colonel Bird, and your
headquarters on the results which
this parade shows you have attain-
ed, and I hope that, with the con-
tinued support of the community,
next year will show as big an im-
provement in the Corps under
your command."

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)	
SELLING.	
T/T Demand	2/3
3 d/s	2/3 1/16
4 m/s	2/3 1/16
T/T Shanghai	Nom.
T/T Singapore	Nom.
T/T Japan	12 1/2
T/T India	15 1/2
Demand, India	15 1/2
T/T San Francisco and New	5 1/2
York	5 1/2
T/T Java	13 1/2
T/T Manila	10.30
Demand, Manila	10.30
4 m/s L/C	2/4 1/16
4 m/s D/P	2/4 3/16
6 m/s L/C	2/4 1/16
30 d/s, Sydney and Melbourne	2/3 1/16
BUYING.	
30 d/s, San Francisco and New	5 1/2
York	5 1/2
4 m/s, Manila	Nom.
6 m/s, Manila	Nom.
Demand, Germany	11.10
Demand, New York	54
T/T Bombay	15 1/2
Demand, Bombay	Nom.
T/T Calcutta	15 1/2
Demand, Calcutta	Nom.
Or Yokohama	Nom.
Demand, Manila	10 1/2
Demand, Singapore	6 1/2
Demand, Batavia	13 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	8 1/2
Sovereigns	8.64
Gold lost per Taol	47.60
Bay Silver, ready	31.7/15
forward	31.5/16
Bank of England rates	3 1/2
New York/London	4.78.7/16

SUBSIDIARY COINS.

Hongkong 50 cents pieces	3 1/2 dis.
10 "	2 1/2 dis.
5 "	5 1/2 dis.
Canton sub. coins	3 1/2 dis.
Gold	\$47.50

Hongkong April 18 1925.

POST OFFICE NOTICES.

The transmission of Radio telegrams to Swatow is suspended.

INWARD MAILS.

From	Per	Due.
Shanghai	Linan	18th April
U.S.A., Canada, Japan & Shanghai	Pres. McKinley	18th
Japan & Shanghai	Shideko M.	18th
Shanghai	Szechuen	18th
Shanghai	Shantung	20th
Shanghai	Hunan	20th
Straits	Hakozaki M.	20th
Japan	Aki M.	21st
Canada, U.S.A., Japan & Shanghai	Empress of Asia	22nd
Manila	Pres. Cleveland	23rd
Japan & Shanghai	Hakone M.	24th
Australia & Manila	Pres. McKinley	26th
	Tanda	8th May

OUTWARD MAILS.

For	Per	Date.
Haitow & Hainan	Mingsang	Sun., 19 inst., 8.30 a.m.
Swatow & Bangkok	Kwangchow	Sun., 19 inst., 9 a.m.
Swatow, Amoy & Formosa	Kaijo M.	Sun., 19 inst., 9 a.m.
Saigon	Haidia	Sun., 19 inst., 9 a.m.
Samshui & Wuchow	Kwang Pook Cheung	Sun., 19 inst., 10 a.m.
Manila	Pres. McKinley	Sun., 19 inst., 3.30 p.m.
*Swatow & Bangkok	Yatsing	Mon., 20 inst., 8.30 a.m.
Shanghai & Japan	Hakozaki M.	Mon., 20 inst., 10.30 a.m.
Straits & Calcutta	Kutsang	Mon., 20 inst., 1 p.m.
Manila	Yuensang	Mon., 20 inst., 2 p.m.
Straits & Egypt	Lycan	Mon., 20 inst., 2.30 p.m.
Amoy	Szechuen	Mon., 20 inst., 3.30 p.m.
Swatow	Hydrangea	Mon., 20 inst., 3.30 p.m.
Macao	Chunehow	Mon., 20 inst., 4.15 p.m.
Straits, Ceylon, India, Mauritius E. & S. Africa	Nagore	Tues., 21 inst., 10.30 a.m.
Shanghai, Japan, Honolulu & San Francisco	Shinyo M.	Tues., 21 inst., 10.30 a.m.
	(Due San Francisco 18th May & Europe via Siberia.)	
	(Correspondence specially superscribed "via Siberia" only.)	
Swatow, Amoy & Poochow	Hsiching	Tues., 21 inst., noon.
Shanghai & New Zealand via	Ninghai	Tues., 21 inst., 2.30 p.m.
Manila, Australia & New Zealand via	Aki M.	Wed., 22 inst., 8.45 a.m.
Thursday 24.		Letters 9.30 a.m.
		(Due Thursday 1st, 3rd May.)
Japan, Canada, U.S.A., C. & S. America & Europe via Victoria B.C.	Philactetes	Wed., 22 inst., 9.45 a.m.
		Letters 10.30 a.m.
		(Due Victoria B.C. 13th May.)
Swatow, Amoy & Formosa	Katsa M.	Thurs., 23 inst., 8.30 a.m.
Shanghai & Japan	Shideko M.	Thurs., 23 inst., 8.30 a.m.
Straits	Van Overstraten	Thurs., 23 inst., 10.30 a.m.
Swatow, Amoy & Poochow	Haining	Fri., 24 inst., 3 p.m.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America & Europe via San Francisco	Pres. Cleveland	Parcel 24th 5 p.m.
		Registration 9.45 a.m.
		Letters 9 a.m.
		(Due San Francisco 19th May.)

*Correspondence bearing vessel's name only.

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A mighty drama of the sea

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See Johnny Hines with all pep and fun as the Yankee Jockey
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